

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

RETRENCHMENT
is sometimes necessary in domestic
or business life.
BUT NEVER RETRENCH
where your eyes are concerned.
Money is never better spent
than on the eyes if they need
ATTENTION!
N. LAZARUS,
Optician,
15, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 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AHEAD OF THE MAIL

[FROM INDIAN PAPERS.]

NAVAL EFFICIENCY.

London, November 30th.

The improvement that has been effected in fighting efficiency, notwithstanding the reduction of units, is the subject of comment of the Dominion Premier's review at Spithead on Saturday. It is pointed out that the whole of the 10th fleet has outperformed, except for half-a-dozen battleships, serving in the Mediterranean. Whereas the pre-war Navy included no submarines, there was now not a single submarine in Home waters. Apart from the advent of guns of a calibre previously undreamed of, gunnery methods had been generally revolutionised. The *Daily News* naval correspondent declares that ship for ship the present fleet is twice as formidable as the pre-war fleet. The range and the accuracy of shooting have been doubled, and the destructive power of shells, torpedoes, and mines increased beyond calculation. The submarine flotilla embodied particularly remarkable developments.

CHALIAPIN IN A FRENZY.

London, November 30th.

During the rehearsal of the opera Boris Godunov at a Chicago Theatre, M. Chaliapin was disatisfied with the orchestra, and exploded into a torrent of invective, calling them "idiots," "pigs," and "no artists."

The conductor, Signor Spadoni, climbed on the stage and punched Signor Chaliapin on the nose.

**INDIAN ORDERS GO TO
CONTINENT.**

London, November 30th.

The *Morning Post* states that the India Office has placed a small order with Sweden for steel axles for Indian railways, and that a much larger order will shortly be given for another line. There is apprehension in the steel trade that this order will also go abroad, in obedience with the declared policy of the Indian Reformed Government not to give preference to British manufacturers.

CROYDON'S NEW AIR STATION.

London, November 30th.

The Air Ministry is establishing the largest air station in the world at Croydon, and hundreds of acres of farmland are being added to the existing aerodrome, which will enable many large aeroplanes to take off and alight together.

The plan includes a railway station connecting with the electric system to London and Brighton, steel hangars, and bonded warehouses, while a hotel is also in prospect.

IMPORTANT CEMENT DEAL.

London, November 30th.

The *Daily Express* states that the stockbroker, Mr. Henry S. Home, partner in Deal, Bristol & Co., has negotiated a deal by which the Associated Portland Cement Company, thereby controlling 90 per cent. of the cement output.

Mr. Home's principals believe that the era of cement concrete is only now beginning, especially for providing motor roadways and concrete buildings.

RAILWAY EMPLOYEES' WAGES.

London, November 30th.

The National Wages Board has begun the hearing of proposals by the Railway Companies for a revision of the Wages Agreements, which the Unions are opposing.

The award of the Board will not be legally binding, but will be considered by both sides when it is issued.

Counsel for the Companies said that the wages of railwaymen were abnormally high as regards the services rendered, as compared with other workers. He estimated that the savings resulting from the proposed reductions would amount to £4,000,000, whereas if the Companies sought to regulate wages purely on a commercial basis, the saving would be approximately £27,000,000.

A REGRETTABLE INCIDENT.

London, November 30th.

Sir Robert Wallace, Chairman of the London Sessions, thumped his desk in indignation when the colour question was raised in his Court during a case in which an Indian was the prosecutor and the defendant an Englishman.

The Jury considered their verdict so long that Sir Robert asked the reason and the foreman said: "Can a question of colour?" He got no further, when Sir Robert Wallace interrupted with "It is scandalous that such a point can be raised in a British Court of Justice." Sir Robert ordered the juryman who raised the question to leave the Court, and another juror was sworn.

The case will be retried.

**LADY DIANA HAMILTON
SENTENCED.**

London, November 30th.

Lady Diana Hamilton has been sentenced to six months' imprisonment for stealing from two women friends who befriended her. The Judge and Jury denounced her for making disgraceful innuendoes against her two friends, and the Jury said that they wholly disbelieved her. Lady Diana stated that she was married when only sixteen years of age and that she and her husband parted two years later.

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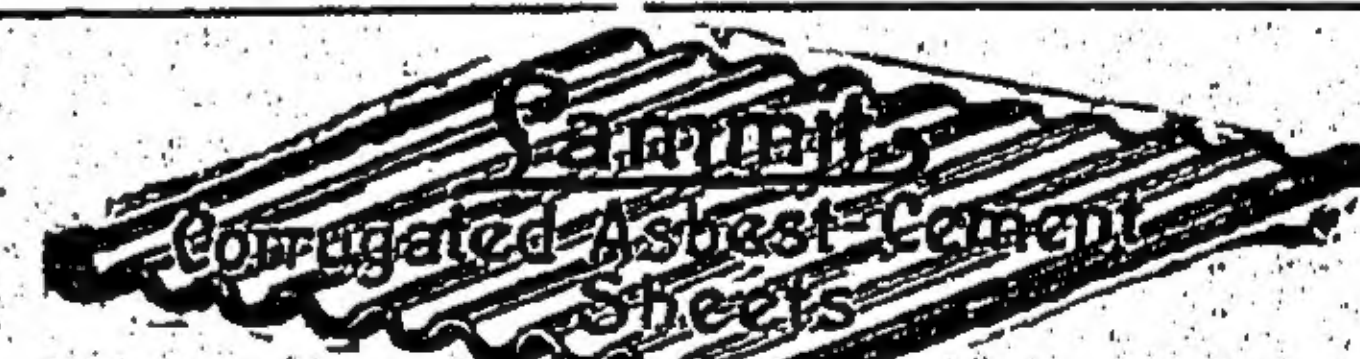
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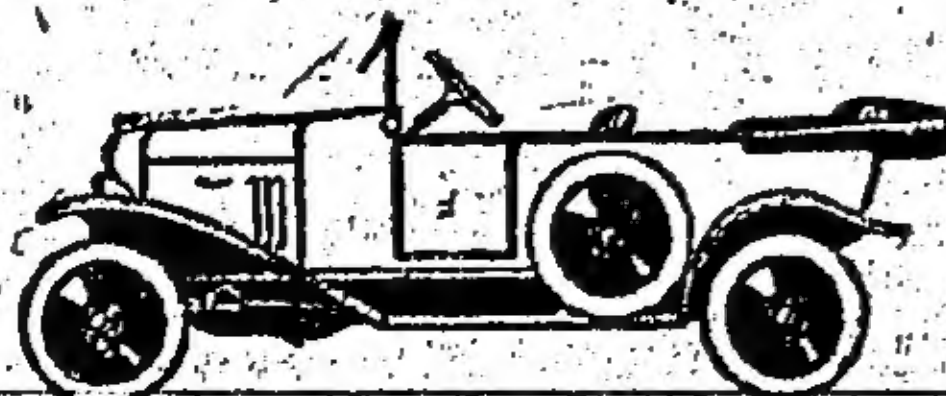
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SOCIETY OF ST VINCENT DE PAUL.

REPORT OF THE HONGKONG
CENTRAL COUNCIL.

With the approach of the 40th Annual "Al Fresco Fete," which is to be held in December, the Council publishes a statement of accounts for the year 1922, and a report of the Society's work during the first nine months of 1923, and wishes again to express its thanks to the public of Hongkong for the generous response to the two annual public appeals—"Our Poor Day" and the Bazaar—for support for the continuation of its work in the maintenance of the poor of the Colony.

In previous years reports the Society presented to the public a statement of actual receipts and expenditure for the first ten months of the current year, the remaining months being estimated. For the better information of its beneficiaries the Council has now decided to issue with this and future reports a statement covering the whole of the previous year.

In spite of the fact that the Colony was frequently called upon during last year to relieve the sufferings of distressed communities in China and elsewhere, yet it was also able to provide for its own poor, and it is gratifying to announce that the "Our Poor Day" sale of roses, held on 4th December, 1922, realised \$1,256.68, as against \$2,460.56 in 1921. The net proceeds of "Our Poor Day" and the Bazaar, held on the 16th December, 1922, were \$18,923.83, as against \$22,345.25 for the previous year.

Relief in Money and Provisions.—1,061 visits were paid to the poor in their homes during the first nine months of 1923. Relief in money and provisions for the nine months amounted to \$5,613.30, as against \$6,947.50 for the 12 months of 1922.

Housing Accommodation.—The housing problem in Hongkong still remains unsolved, and continues to be the cause of no little anxiety to the general public of the Colony, but the extent to which the present high rents and shortage of accommodation affect the very poor can be realized only by personal visits to their homes. The typhoon of 13th August of this year deprived several of the Society's poor of their humble dwellings, and quarters had to be secured elsewhere at increased rentals. The expenditure for the nine months, January to September, 1923, amounted to \$2,130.50, as against \$2,311.20 for the 12 months of 1922.

Temporary Relief and Passages for Local Destitutes.—Continued commercial depression has considerably increased unemployment, with the result that the Society has again had to meet several appeals for passages to other ports where the applicants hoped to find better opportunities of earning a living. Passages were provided only in those cases which, after investigation, were found deserving. The expenditure for the nine months, January to September, 1923, in temporary relief granted, and passages provided, was \$233.40, as against \$222.07 for the 12 months of 1922.

Temporary Relief and Passages for European and other Destitutes from Outside the Colony.—The Society has again had to deal with many cases of this nature during the past nine months. The scheme adopted at the meeting of representatives of various local charitable organizations, which was convened by the Government last year, has not worked as satisfactorily as was expected. The Council is of the opinion that a central organization should be formed, to be financed by the Government and the various charitable societies, for the purpose of investigating the cases of destitutes recently arrived in the Colony, granting temporary assistance, and, if necessary, providing passages to other ports.

Education of the Children of the Poor.—The Society has always been deeply concerned in the provision of education for the children of the poor. It has continued to maintain its two vernacular schools—the Kailap School at Wan-chai and the St. Vincent de Paul School at Mongkok. The daily average attendance for the first nine months of 1923 was 82 and 10 respectively. Besides maintaining these two vernacular schools the Society also pays for five destitute orphan girls as boarders at the Italian Convent, three boys at St. Joseph's College, three boys at St. Louis Home and two boys at St. Joseph's Seminary at Macao. The Society is grateful for the reduced charges made by these schools. The Society also pays the schools' fees of 34 day pupils attending St. Joseph's College, 33 girls at the Italian Convent and 12 Chinese boys at the vernacular schools. The expenditure on education amounted to \$5,643.50 for the first nine months of this year, as against \$5,213.36 for the 12 months of 1922.

St. Joseph's Home for the Aged Poor, Kowloon-tong.—This Home has filled the want for which it was established. At its inception in December, 1920, the Society was fortunate in having the Sisters of the Conception Institute to take over temporarily the work of the institution pending the arrival of the Little Sisters of the Poor, to whom the Home was transferred in February of this year. The Council takes this opportunity to record with gratitude the excellent services rendered by the Sisters of the Conception Institute. The rules of their Order oblige the Little Sisters of the Poor to beg each day for the maintenance of their charges, and do not allow them to have any source of fixed income. On taking over the Home the Little Sisters therefore renounced the fixed monthly allowance which the Society had hitherto provided for its support. The Society is grateful to the Government for the encouragement which it has extended to the Little Sisters of the Poor. The present Home is "nearly much too small for the accommodation of the aged poor who have been sent, or have presented themselves, for admission, and many have had to be refused. A large site near Kowloon city has, however, been offered by the Government, and it is hoped that the building of the new Home will be put in hand next year. In the meantime the Society

will continue to pay rent for the present building and a few incidental charges such as telephone and light. During the current year the Society has supplied immediate wants, such as blankets, mattresses, etc., and these, with the rent and other incidental charges, amounted to \$1,873.71 for the first nine months of this year, as against an expenditure of \$1,088.60 for the 12 months of 1922. The Council wishes to record its deep appreciation of the interest taken in the Home by the Board of Advisers.

Annual Government Grant.—The Council desires to thank the Government for increasing the annual grant to the Society from \$100 to \$300. The increased grant dates from the 1st January, 1924.

Help Hongkong's Poor.—In presenting this brief record of the Society's work during the year the Council feels that it can again appeal with confidence to the generosity of the Hongkong public, both on the occasion of the street sale of roses on "Our Poor Day," Monday, 2nd December, and at the "Al Fresco Fete," which will be held on the 16th December. The Society depends almost entirely on these two annual public appeals for the maintenance and extension of its work among the poor of the Colony.

The report is signed by Mrs. J. M. Alves, President General; Mr. J. P. Sherry, Hon. Treasurer; and Mr. C. V. Ribeiro, Hon. Secretary.

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OrientalTls.	6.20 b.
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China Lights	\$14.10 b.
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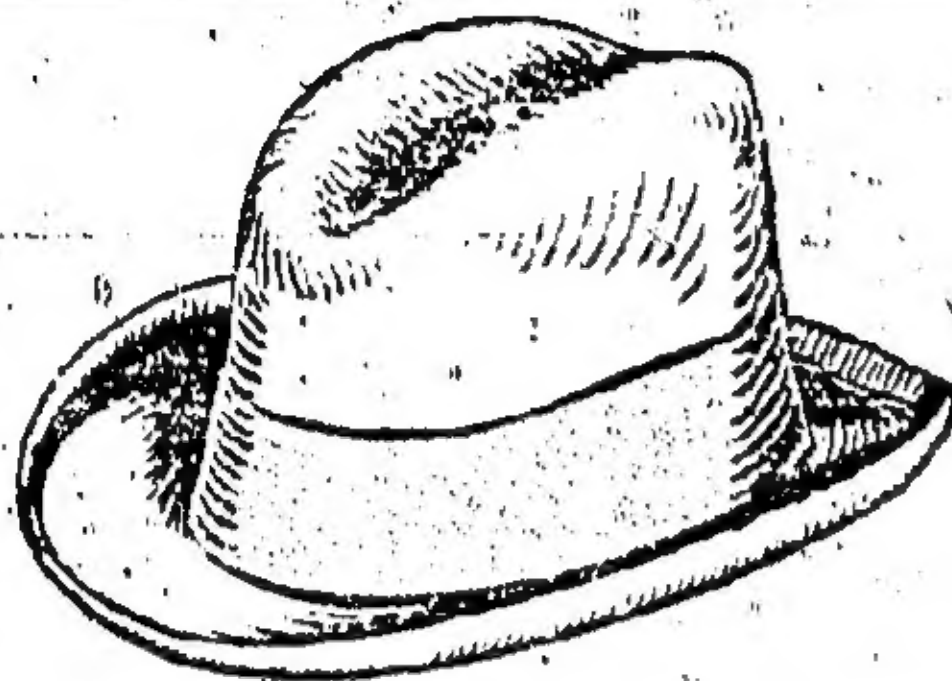
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CHAMBER OF COMMERCE DISCUSSIONS.

TYPHOON WARNINGS: WIRELESS TELEGRAPH: AND
LIFE SAVING METHODS IN HARBOUR.

At the conclusion of the discussion of Harbour questions between the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G.) and the General Committee and Shipping Sub-Committee of the Hongkong General Chamber of Commerce, as reported in the local Press recently, other questions connected with shipping also came up for consideration, viz., Typhoon Warnings, Wireless Telegraphy and Lifesaving Methods in the Harbour.

There were present: Mr. D. G. M. Bernard (Chairman), the Hon. Mr. A. O. Lang, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, Messrs. A. S. D. Cousland, G. T. Edkins, N. L. Watson, T. G. Weall, Major R. B. Young, Lieut. R. R. Beauchamp, R.N. (Members of the General Committee); Mr. P. A. Cox, Mr. W. S. Brown, Mr. B. Sutherland, Mr. D. Taylor, Mr. W. G. Goggin, Capt. C. B. Riggs (Members of the Shipping Sub-Committee).

Visitors.—The Hon. Mr. A. G. M. Fletcher, C.M.G. (Colonial Secretary), Commander C. W. Beckwith, R.N. (Harbour Master), Mr. A. Anderson (One of the Engineers in the Public Works Department) and Capt. W. Davison (Marine Superintendent of the C.P.S.).

The Secretary (Mr. D. K. Blair) and the Assistant Secretary (Mr. M. F. Key) attended.

TYPHOON WARNINGS.

This subject, the Chairman of the Chamber (Mr. D. G. M. BERNARD) remarked had received considerable attention from the Chamber, particularly during the past year, but the situation was still most unsatisfactory. Arising out of the Swatow typhoon, a lengthy report was submitted to the Government, and since that time further representations have been made. More frequent warnings were required, and fewer unsatisfactory incidents. There should, also, be, in the opinion of the Shipping Sub-Committee greater readiness to supply information by telephone to Captains just about to leave port. This subject was of the utmost importance to the Colony, and the Chambers would like to know what had been done with regard to the recommendations made to the Government.

Mr. FLETCHER said that the position of the Government in this matter was rather a difficult one because they were entirely in the hands of experts, who appeared to differ very widely as to what ought or ought not to be done. The Chamber's main recommendation was for a wireless station on the Pratas Shoal which the Government took up at once and suggested to the Chinese Government that this Government might pay for it. The Shoal was Chinese Government territory and the idea was that the station should be worked by the Customs. The Chinese Government answered at once acknowledging the letter from the Legation and stating that the necessity of setting up the station was established and adding that the work would be done by the Hydrographic Bureau. A great point had been gained in the admission that such a station was necessary and ought to be installed at once.

The Chamber also suggested that a 4 K.W. Wireless Transmitting Set be installed at the Observatory. It was not generally known that an apparatus existed at the Observatory but very little had been done with it although considerable sums had been spent. On this matter the Government was waiting for an expert from Home.

The Chamber also asked that the Authorities of the Zikawei Observatory be asked to transmit their storm warnings by cable to Hongkong. As to this an application had been made through the French Consul for permission to send these messages free from Indo-China, and negotiations were proceeding with the Telegraph Company who were in communication with their Head Office. The Government agreed that it was desirable to have more frequent interchange of messages, and negotiations to this end were in progress.

The Chamber also asked that the time signals of the existing code be modified, and Mr. CLAXTON agreed that that would be necessary if additional observations were obtained. That question was therefore bound up with the question of additional reports. The Evening Weather Report asked for by the Chamber had been issued. With regard to telephoning to the Observatory for information, it was laid down by Sir Henry Myn, that all queries should be answered.

Mr. EDKINS: We have an example during a recent typhoon of the contrary. Once a captain goes to his ship, he is cut off from the land for the period of the typhoon. One of our captains rang up the Observatory and asked for information and the reply he got was "I am going to change the signals; watch the signals." Obviously, the Director knew then what the position was.

Mr. FLETCHER: If you would put forward a complaint, it would be easier to have things satisfactorily arranged. Mr. Fletcher added that it seemed to him it ought to be possible to devise some method of broadcasting continuously throughout typhoon weather, so that captains could pick up signals. He had only to obtain a receiving set. He (Mr. Fletcher) was attending a trial at the Telegraph Office to see how far that kind of thing was feasible. He thought advance might be made on these lines, for example, in calling for help from a tug like the *Henry Kerwick*. Such a method could also be adapted to life saving, and might be centred at the Harbour Office.

Mr. SUTHERLAND asked to what extent the Observatory was in touch with Zikawei now.

Mr. FLETCHER: I am afraid I cannot tell you. We are fully impressed with the importance of that.

Mr. SUTHERLAND: The Shipping Committee feel that the Observatory get the ordinary observations from Zikawei, but it has never been possible to ascertain whether the two Observatories exchange views.

Mr. FLETCHER: It is most essential that they should.

Mr. SUTHERLAND: Between the two we would get better reports than now, and it is just as important to Shanghai as to Hongkong.

Mr. FLETCHER invited the Chamber to write to the Government on this subject. It was equally important, that reports should be exchanged between Manila and China. The Government had asked the Director to go whenever he wished to other stations and keep in constant touch.

Mr. SUTHERLAND remarked that certain regrettable incidents had occurred. Shipping people were not in a position to criticise meteorological experts nor was there any desire to do so. But it was felt that the weakness was the way in which the Observatory staff used their skill on behalf of the Colony. Incidents had occurred which were absolutely appalling. There was the case when, because they did not know where the typhoon was, they took the signal down. In another case, the wrong signal was exhibited, and the other day, after the typhoon of August 18th, the black cross was kept up a great deal longer than was necessary, and at a time when the Colony, having been devastated and ships driven ashore, it was necessary to have every craft out as soon as possible. He telephoned to the Observatory, being desirous of getting launches out to go to the *Lungtung*, and asked why the black cross was still shown. The answer he received was "Because the halyards have jammed." He (Mr. Sutherland) asked: "Can't you send up a man and cut it down?" and the answer was "I will see what can be done." This in a time of crisis with 22 ships ashore! It was not until 1 o'clock or later that the signal was removed.

Mr. FLETCHER: Mr. Sutherland brought that incident to my notice and I enquired of Mr. CLAXTON. He said he did not think it safe to take down the signal before 2.30 p.m., and then he added what Mr. Sutherland had said. I have sent a Minute on the subject to Mr. Sutherland.

Mr. SUTHERLAND: There seems to be a weakness between the Director and the man who actually works the signals. It is a question whether there is any room for a sort of Yeoman of signals.

Mr. FLETCHER suggested that at the Observatory Mast, the only need was a coil to hoist up a signal as directed.

Capt. RIGGS mentioned that the staff at Holt's wharf had often been called upon to help the Observatory with the signals because there was no man who could climb up.

Mr. FLETCHER: They must have somebody, obviously. Perhaps the Harbour Master could arrange something.

In further discussion, Mr. FLETCHER mentioned that the Government was putting wireless into both Waglan and Gap Rock lighthouses, to avoid cable troubles.

Mr. COUSLAND suggested a different form of warning than the three bombs fired when a typhoon strikes the Colony; they were not heard on the Peak.

The Hon. Mr. HOLYOAK remarked that there were now no warnings issued on the Peak.

The CHAIRMAN said that the Peak Residents' Association had this question under consideration.

Mr. FLETCHER said that the utility of the bombs was doubtful, but the Harbour Master said they were heard in the Harbour.

The CHAIRMAN thought that the reason no complaint had been made of the withdrawal of the signal at Gough Hill was that residents supposed that a better method was going to be substituted.

Mr. FLETCHER agreed that a signal on the Peak was essential.

It was agreed to leave this question to be dealt with by the Peak Residents' Association.

It was agreed to address a further letter to the Government on the subject of typhoon warnings.

WIRELESS TELEGRAPHY.

The CHAIRMAN: The Wireless facilities of the Colony are most unsatisfactory, and we shall be glad to learn what improvements are to be expected, and when. There is one aspect of this matter I would like to refer to, and that is communication with Canton. With the ordinary cable not working and the wireless through the Chinese receiving system extremely inefficient and expensive, we are practically cut off from telegraphic communication. American nationals receive good service through the wireless of their warships, whereas we have no such facilities. What is the difficulty with regard to our ships, and cannot this be remedied? If it is a question of shortage of staff, surely this could be rectified.

The Hon. Mr. HOLYOAK: If I may illustrate the necessity for doing something in connection with the Canton wireless and telegraph system, yesterday the first news of the Japanese disaster was passed by wireless to Canton by an American gunboat. This led to very extensive buying of silk by Americans. British nationals had no information whatever as to the extent of the disaster, nor could they communicate with Canton, so that the main part of the buying was done by the Americans. British merchants submit that they ought not to be put in that position. Information was supplied entirely through the American gunboat.

Mr. EDKINS: Some messages are accepted and sent by our Naval Authorities, but I believe they are limited owing to the smallness of the staff.

Lieut. BEAUCHAMP: There is only one operator in the gunboat and messages can only be passed at the time that he is on duty.

The Hon. Mr. HOLYOAK: Is there no arrangement by which a message dispatched through the Post Office would be received and passed on by a British gunboat?

Lieut. BEAUCHAMP: It can be transmitted from here at any time, but it can only be received by the Canton gunboat when the man is on duty.

Mr. FLETCHER remarked that the Chamber wrote on 20th March forwarding a letter from the Chamber of Commerce in Canton. He had made arrangements with the Commodore for messages to be sent. The Canton Chamber, however, approached the British Consul-General who took a different view on account of the difficulty that would arise if applications were made for similar facilities for other nationals.

After further discussion, Mr. FLETCHER suggested that the Hongkong, Canton and Macao Steamboat Co. might assist by installing wireless which would always be useful to the Company itself.

The Hon. Mr. HOLYOAK said he was sure the Company would always be willing to discuss anything practicable.

The Hon. Mr. FLETCHER remarked that it was only a suggestion but he would take up the matter and go into it further. The Harbour Master had mentioned to him the possibilities of wireless telephony. One would think it worth the Steamship companies' while to install wireless, if only as an aid against piracy.

The Hon. Mr. HOLYOAK: Is the Government prepared to maintain a wireless staff on such steamers?

The Hon. Mr. FLETCHER: I am doubtful whether the Government could do this; the cost should not be great.

The Hon. Mr. FLETCHER, in reply to a question, said that, for communication with ships, Cape D'Aguilar was the best site, but not for a high-powered station. It was proposed to put this in Gin Drinkers' Bay.

Mr. SUTHERLAND referred to recent instances of difficulty in establishing communication with Cape D'Aguilar. Mr. FLETCHER replied that the station was recently out of action but Mr. SUTHERLAND rejoined that some of these difficulties had occurred when the station was operating.

The Hon. Mr. FLETCHER mentioned that the Government had made very careful enquiry into the question of that station. It was under the Post Office, and the Postmaster-General had no special knowledge of wireless, so that in practice the station had been in charge of an N.C.O. an arrangement which had not been satisfactory and had not been conducive to the best use of expensive apparatus purchased for the station. Recently, the station was taken out of the control of the Post Office and handed over to the Public Works Department. When the expert arrived, he believed that a more modern and more powerful system would be installed, and the question of improved means of communication between D'Aguilar and the Post Office would be investigated.

The CHAIRMAN: Is the high-powered station at Gin Drinkers' Bay to be expected in the near future?

In reply, Mr. FLETCHER quoted an answer given by the Prime Minister to a question in Parliament on the 3th of March last, as follows:—

Mr. HURD asked the Prime Minister whether he is aware of the disappointment felt in the Dominions at the delay in announcing the policy of His Majesty's Government in regard to wireless communication; and whether he can now state what that policy is?

The PRIME MINISTER: The Policy to be adopted with regard to Imperial wireless communications has recently been under review by the Imperial Communications Committee under the Chairmanship of the First Lord of the Admiralty, and the recommendations of that Committee have now been approved by the Government.

In view of developments in the science of wireless telegraphy and other circumstances which have arisen since the late Government decided upon the policy of a State-operated wireless chain, it is not considered necessary any longer to exclude private enterprises from participation in wireless telegraphy within the Empire.

The Government has therefore decided to issue licences for the erection of wireless stations in this country for communication with the Dominions. Colonies and foreign countries subject to the conditions necessary to secure British control and suitable arrangements for the working of the traffic.

At the same time, the Government has decided that it is necessary in the interests of national security that there should be a wireless station in this country capable of communicating with the Dominions and owned and operated by the State.

A station of this kind will therefore be erected as early as possible, and it will be available for commercial traffic as well as for service messages.

Mr. EDKINS: Is there anything we can do to stimulate that?

The Hon. Mr. FLETCHER said that the Maycon Company had offered to build a station in Hongkong and the Government had suggested to them that the question be discussed between their London representatives and the Colonial Office, as the matter affected the proposed chain of Imperial Wireless Stations. It was desirable to put forward some constructive suggestions from Hongkong; hitherto they had only enquired what the Imperial Government intended to do.

The CHAIRMAN: Can you give us any information as to the likelihood of telegraphic communication being restored with Canton?

The Hon. Mr. FLETCHER: No, it depends entirely on the fighting.

Mr. SUTHERLAND: Or with Swatow?

The Hon. Mr. FLETCHER: No; that again is an illustration of the importance of wireless installations.

WIRELESS ON SHIPS.

Mr. FLETCHER added that, as to the question of wireless installations on coasting steamers, the more ships that had wireless the easier it would be to collect data on which to issue forecasts. When a sufficient number of steamers had been so fitted, the Government desired to make it compulsory to send reports of a brief nature and at regular times to the Observatory.

LIFESAVING METHODS IN THE HARBOUR.

The CHAIRMAN: There is one other point: Is the Government doing anything with regard to life-saving methods in the Harbour?

The Hon. Mr. FLETCHER: The Harbour Master has put forward a proposal that the Government should sell the *Stanley* and buy a powerful tug with a view to life-saving work and supplying the light-houses—or the Government could keep the *Stanley* as a yacht. On the general question, it seems rather hopeless—I do not know what your view is—whether rockets would be of any practical use, remembering that the storm is so extraordinarily violent. "It seems doubtful whether much use could be made of apparatus of that kind." The Government is perfectly willing to test anything. Broadcasting would appear to be a means that could be usefully employed to call up a life-saving tug, but even such a tug could not steam to and fro in the Harbour in the height of the typhoon.

The Hon. Mr. HOLYOAK suggested that some experiments should be tried with rockets. He believed the *Lungtung* could have been reached and that there was time to reach it.

The Hon. Mr. FLETCHER: Our report was that there was no time to do it. It takes about 20 minutes to rig up the breeches and the ropes and in that weather it would probably take longer. It was doubtful whether the crew could stand on deck.

The HARBOUR MASTER suggested that a vessel was needed which could be kept at a buoy, preferably the Harbour Office buoy, and which could steam into the typhoon. The great difficulty was in getting a tug out of shelter against the force of the wind. His idea would be to have a powerful tug lying at No. 7 buoy, to be there whenever the black signal was hoisted, to be fitted with wireless telephony, and get her orders direct from the Harbour Office. There should be a modern small lifeboat attached to her with the idea of doing rescue work in the Harbour. If such a vessel had been in existence during the typhoon of August 18th, a great deal of rescue work could have been done, and in the 1903 typhoon many Chinese were picked up alive 7 or 8 hours after the storm.

Mr. SUTHERLAND suggested that a tug such as proposed by the Harbour Master could be designed so as to be suitable for service as a relieving ship for the Pratas Shoal.

The HARBOUR MASTER thought that to be a practicable suggestion.

The Hon. Mr. FLETCHER asked Capt. Davison to express his views on the question of rocket apparatus.

Capt. DAVISON said he agreed with Mr. Fletcher that it would probably be brought into operation too late to be of any use.

The HARBOUR MASTER said that the Captain of the *Lungtung* had expressed the opinion that no earthly power could have helped him. In the force of the wind the crew could not do anything.

The CHAIRMAN suggested that this question be left to the Shipping Sub-Committee to consider with a view to making practical suggestions. So far as could be seen, Commander Beckwith's scheme was an excellent one.

The Hon. Mr. FLETCHER: It is very much on the lines of what the Commission recommended after the 1903 typhoon. Captain Taylor recommended a tug, and the Commission recommended a tug, and Commander Beckwith's proposal is a combination of the two.

The proceedings concluded with an expression of thanks to the visitors for their attendance.

HONGKONG S.P.C.A.
THE ANNUAL MEETING.INTERESTING RESUME OF THE
YEAR'S WORK.

The annual general meeting of the Hongkong Society for the Prevention of Cruelty to Animals was held last evening, by kind permission, in the board room of Messrs. Jardine, Matheson & Co. The Hon. Mr. H. E. Pollock, K.C., presided, and was supported by Mr. R. E. Lindsay (Acting Hon. Secretary) and Mr. O. Skinner (Hon. Treasurer). Amongst other members present were a goodly number of ladies.

The Chairman, in the course of his speech, moving the adoption of the report and accounts, said:—Much has been done towards the improvement of the conditions of animals and birds of all sorts—but very much still remains to be done. Progress is being made in the work of instructing the Chinese in the humane treatment of animals and birds, and prevention is only resorted to in what appears to be a bad case of cruelty, and usually only after warning. In the outlying districts, more instruction is badly needed. I myself have witnessed, at Shek O, kids being skinned while still alive. We need more inspectors, which necessarily means more funds.

Inspector Fisher's annual report which has recently been published in the Press, gives an excellent idea of the varied nature of the work which has to be done in Hongkong Island, in Kowloon and in the New Territories. The thanks of the Society are due to him for the diligent way in which he has performed his duties during the past year.

DOGS' HOMES.

During the year we have been much occupied with the question of building a new Dogs' Home of our own as a gift from Lady Clara Ho Tung to commemorate Sir Robert's first birthday. Many sites have been visited and plans discussed, but unfortunately the possibility of carrying out the scheme has fallen through, owing to a misunderstanding as to the amount of money which Lady Clara Ho Tung was prepared to put up for the purpose. We are now hoping that she may be willing to give a sum of money instead to the general funds of the Society. What we need is a home on a suitable site convenient for the public to visit with a view of recovering lost dogs or buying a dog—and, if possible, where dogs could be kept and cared for while their owners are away from the Colony.

The present Dogs' Home is a few minutes walk beyond the Polo Ground, on the same side of the road, and anyone losing a dog would do well to apply there as well as to the Police. There are also dogs for sale there, which have to be shot unless homes are found for them. Unfortunately the site of the present Home has been sold and the Government will accordingly have to build a Home elsewhere.

Through the generosity of Mr. M. J. Patell we are now able to supply the dogs at the Home with food free of cost to the Society.

LETHAL CHAMBERS.

A Lethal Chamber, with observation windows and electric light, has recently been constructed by Mr. E. R. Doney for the Society, at the Government Laboratory (near the Government Civil Hospital), and he has kindly taken charge of it. In this way dogs and cats can be put to rest painlessly and speedily. An appointment should be made with Mr. Doney by telephone No. 54.

EXPORT OF CATS TO CANTON.

Few people realise how many cats are shipped out of the Colony, and under what conditions. Three boats leave for Canton every evening and each takes its load of cat-packed crates so tightly that in many cases there is no possibility of their moving without struggling and fighting. Cats are domestic animals, and many of those shipped away may be our own lost pets enticed from their homes by cat catchers. One does not care to think of them as human food. Personally I should think that here in this Colony, with the recurring epidemics of Plague, we need all the cats we can get and that it would be advisable to pass a law prohibiting their export. I am thankful to state that the Government at the present time are taking steps to at least prevent the cruelty of over-crowding.

IMPORT OF PIGS AND CATTLE.

The conditions of the Pig trade are indeed deplorable from beginning to end. At the port from which they are shipped they are jammed into crates of split bamboo which cuts into the flesh. They are next loaded on board a steamer where the crates are piled, tiers upon tiers, and for several days they remain in this cramped position without food or water, and without being able to move, and on arrival here they are dumped from the steamer into junks, and from junks are again dumped on to some landing wharf. There, with the aid of bamboos, they are forced out of their crates—most of them with cuts and injuries from the sharp edges of the crates—many of them in an exhausted and distressed condition from thirst and suffering from cramp and in some instances broken legs. Those that can walk are driven up to the slaughter house and those that, for various reasons, cannot walk are carried on rattan mats. Having witnessed the landing of pigs at West Point, I am speaking from personal knowledge and can assure you that it is not a humane exhibition. What we hope for in the future is to have a general landing place at Kennedy Town where cattle and pigs and other animals can walk ashore alone a gangway instead of being slung up and dumped into junks. In the meanwhile it is possible for means to be adopted of alleviating some of the unnecessary suffering. Rattan crates, as used in the Straits Settlements, should be substituted for the split bamboo.

Canvas slings for discharging cattle, sheep and goats should take the place of ropes round the horns and bodies which cause unnecessary fear, distress and pain. Once again, I am thankful to be able to tell you that the Government are enquiring into the conditions of import of live stock into the Colony and we hope shortly to hear that Regulations have been passed to minimise cruelty as far as possible. (Applause.)

NEEDED LEGISLATION.

H.E. the Governor has kindly procured for us a copy of the Ceylon laws relating to cruelty to animals. We hope shortly to submit to the Government a measure dealing with the whole question comprehensively, because it will obviously be of great advantage not only for our Society but also for the general public to have our S.P.C.A. laws consolidated so far as possible into one Ordinance and one set of Regulations. Some steps in regard to which legislation is necessary have been already referred to, such as the export of cats to Canton, the unsuitable nature of the present method of landing cattle, and the present steps in regard to which legislation is desirable are:—

(1.) The granting to our Inspectors power to go aboard ships for S.P.C.A. purposes only. At present they can only board ships through the courtesy of the ships' officers.

(2.) The definition of certain acts as being punishable acts of cruelty. This is desirable from two points of view:—

(a) as informing the public of the standard which the Society is endeavouring to set up;

(b) as a warning to persons who might otherwise ignorantly break the law.

(3.) We want to make provision for a standard basket or baskets to be adopted for the transport of chickens.

In connection with the latter which has recently been addressed by the poultry dealers to the Chinese Chambers of Commerce on the subject of prosecution for the overcrowding of chickens, I should like to state that during the past 12 months there were only two instances in which, on prosecution by our Inspectors, fines have been imposed on poultry dealers and that, both of those cases were against the same defendant, who was fined \$25 in February for overcrowding his chickens and \$20 in March for a second similar offence.

(4.) We also desire to make it more clear than at present that certain regulations for the feeding of and giving of water to animals and the necessary equipment for them on a voyage apply to such animals when they are being imported as well as to them when they are being exported.

Turning now to our accounts for the year ending 31st October, 1923, which you have got before you, you will notice that we are carrying forward a balance of \$7,835.61 against \$6,961.62 brought forward at this time last year, but these figures do not give ground for much satisfaction, owing to the fact that we require two assistant inspectors at least to assist Inspector Fisher in the varied work which has to be performed in this Colony over a wide area.

Accordingly our Society needs all the pecuniary support which it can get in the coming year, and we would urge all those who are interested in S.P.C.A. work to join the Society. With a view to increasing our funds we shall also be suggesting presently at the extraordinary general meeting, to be held at the close of this meeting, that whilst our members continue to pay \$2 per annum as heretofore there shall be instituted a new class of members, to be called donating members, whose subscription will be \$5 instead of \$2 per annum. Mr. O. Skinner, of the Hongkong and Shanghai Bank, has now taken over the honorary treasurer-ship, and I should like to add that members will much assist him in his work by sending in their subscriptions as soon as they are applied for, because the Society has no staff of its own. The next item of our accounts, subscriptions and donations includes \$1,600 from the Jeckey Club, and \$500 from Lady Chater and on the same side of the account you will notice a donation by Mr. M. J. Patell of \$900 for food at the Dogs' Home. These generous gifts are most highly appreciated by us.

The fancy dress ball which was given by the Society on the 6th March last, resulted in a net gain of nearly \$2,000 as you will see from the accounts. The thanks of the Society are due to the energetic committee of ladies and gentlemen who devoted so much time to the successful carrying out and perfecting of all the arrangements for the ball, which we hope to repeat next March, and to establish as an annual fixture.

Turning now to the payments side of the accounts, we must expect during the coming year that the item for Inspectors' salaries will be much larger during 1924 owing to the employment, which is necessary, of two assistant inspectors during the coming year.

THANKS TO THE OFFICERS OF THE SOCIETY.

Our thanks are due to Commander Beekwith, R.N., who filled the post of Vice-President during most of the past year, and who did much useful work as Chairman of Sub-Committees. Our thanks are also due to our energetic Honorary Secretary, Mr. B. L. Frost, for his labours on our behalf during the past year and I am sure that I am only expressing your views which I say that we very much sympathize with him in his recent sad bereavement. Our thanks are also due to Miss D. E. Frost, for acting as Assistant Treasurer and taking shorthand notes at our Committee Meetings and transcribing the minutes. I have also to thank Mr. R. E. Lindsay for acting as Honorary Secretary during the past month and thus relieving me of a good deal of work. Our thanks are also due to Mr. J. H. Ramsay, for

having acted as Honorary Treasurer of this Society for more than two years and to Mr. O. Skinner for having kindly taken the treasurer-ship in Mr. Ramsay's place and for consenting to act as Honorary Treasurer during the ensuing year.

In conclusion I desire to thank Messrs. Jardine, Matheson & Co. for having kindly permitted us to use their Board Room for this present meeting and also for our monthly Committee meetings during the past year.

The Chairman then moved the adoption of the report. This was seconded by Mr. F. H. Dillon and carried unanimously.

ELECTION OF OFFICERS.

The following officers were elected to serve for the ensuing year:—The Hon. Mr. H. E. Pollock, President; Mr. B. L. Lindsay, Vice-President; Mr. B. L. Frost, Hon. Secretary; Mr. O. Skinner, Hon. Treasurer.

The following members were elected to serve on the general committee:—Mr. Baker, Mr. J. P. Bragg, Mr. C. C. Boyd, Mr. A. Dyer, Mr. R. Doney, Mr. Chow Shun Son, Mr. R. D. Dovey, Mr. De Martin, Mr. F. A. Davidson, M.R.C., V.S., Mr. F. H. Dillon, Mr. H. B. L. Donohue, Mrs. R. M. Dyer, Miss Frost, Mr. Ho Peck, Mr. Ho Kien Tong, Mrs. Highland, Mr. In Lau Chuen, Fr. F. J. McFarlane, the Hon. Mr. R. H. Kotewall, Mr. Kwok Siu Lau, Mr. Y. P. Law, Mr. Wing Kwong, Capt. Oxpring, B.A.V.C., Mrs. Pollock, Mrs. Quarles Vau, Mr. R. B. Roffey, Mrs. Remington, Mr. A. F. B. Silva Netto, Mr. A. Stevenson, Mr. S. W. Tso, Mrs. P. J. Wodehouse, Dr. Williams, and Mrs. Harry Woods.

EXTRAORDINARY GENERAL MEETING.

At the conclusion of the annual meeting an extraordinary general meeting of the Society was held for the purpose of amending Nos. 4, 5 and 9 of the Society's Rules. The amendments were passed without discussion. By the amendment to rule 5 the President, Vice-President, Hon. Secretary and Hon. Treasurer become *ex-officio* members of the general committee. Rule 9 was substituted by the following:—“Any person may become a member of the Society by paying to the Hon. Treasurer an annual subscription of \$2 (Two dollars), or a Donating Member by paying an annual subscription of \$5 (Five dollars), or a Life Member on payment of a sum of not less than \$50 (Fifty dollars). To every such person the Hon. Treasurer will issue a Card of Membership.”

The meeting closed with a vote of thanks to the Chairman, on the proposition of Mr. J. P. Bragg.

ECHO OF SINGAPORE
MURDER

EXTRADITION CASE.

An unusual application was made at the Police Court yesterday when one was made for a Chinese to be extradited to Singapore where he is “wanted” on a charge of murder.

The defendant was arrested on a B.I. steamer on its arrival here on November 13th. He was among the passengers and was pointed out by a man informant who had also travelled on the ship. The story is that a Chinese who gave evidence at a recent Singapore murder trial, was murdered and it is alleged that the fugitive was responsible for his death.

SPORT.

BILLIARDS LEAGUE.

In the second half of the Billiards League matches the Police defeated the Hongkong Defence Corps by two games to one. Following are the results of the games played:—

POLICE		DEFENCE CORPS	
H. Bliss	194	J. B. Hamilton	250
L. R. Whant	250	A. Gourlay	243
G. J. Bradwell	250	J. C. Fletcher	193

CRICKET.

I.R.C. 2nd XI. v. K.C.C. 2nd XI.

The following will represent the Indian Recreation Club 2nd XI. against the K.C.C. 2nd XI. in a friendly match on the former's ground to-morrow at 2.15 p.m.:—A. H. M. Samy (capt.), Sirdar Khan, E. A. Moodeen, O. Rumbah, H. D. Rumbah, M. P. Madar, Y. A. Wahab, I. Hassan, S. A. Hamid, E. el Arculi and A. A. Fattyad.

FOOTBALL.

KOWLOON F.C. v. H.M.S. “DIOMEDE.”

The following have been selected to represent the Kowloon F.C. in their 2nd division League match v. H.M.S. “Diomedes” on Saturday (kick-off, 2.30 p.m.):—Bench: Rasmussen and Urgan; Hart; A. W. Brown, Randle and Taylor; Hask; W. H. Brown, Spary, Walls and Haylock.

H.K.F.C. 2nd XI. v. SOUTH CHINA “A.”

The following will represent the Club 2nd XI. in their match with the South China “A” on the Club ground, on Saturday (kick-off, 2.45 p.m.):—A. T. H. Groot; H. T. Buxton and D. Lyon; J. Gardner, E. W. Raiton (capt.) and S. Garrod; R. B. Bell, A. Ferguson, W. J. Stewart, G. T. May and A. Roberts. Reserves: T. Barclay, A. Douglas and A. Paul.

HOCKEY.

A hockey match between H.K. Hockey Club and the Tanar played on the A.S.N. ground on Wednesday resulted in a draw, two goals each. Evans and More scored for the Club, whilst Mitchell played a fine outstanding game.

THE APPEAL COURT.

APPELLANTS CLAIM THAT ARBITRATOR HAD NO POWER.

Continuing his argument at the Full Court of Appeal, yesterday Mr. C. C. Alabaster, K.C., Counsel for the appellants in a case in which a Bombay Firm of merchants is appealing against a judgment by the Chief Justice in favour of a Chinese steamship Company from whom the merchants agreed to charter the ship *Singaporean*, contended that the Charter party agreement dated on the 31st January, 1918 (the date on which it was stated that the ten months' charter should end) and therefore the arbitrators had no jurisdiction after that date to make an *ex-parte* award.

The Court rose at 4 p.m. with Mr. Alabaster's address still uncompleted.

Asked by the Chief Justice (Sir William Rees Davies) how long he would yet require Mr. Alabaster said he would require another half day at least though he could not bind himself to that definitely.

The Court rose and the case was adjourned to Monday morning next.

WENT SINGING TO HER
DOOM.HOW CHINESE WOMAN FACED
DEATH AT VICTORIA GAOL.

In connection with the double execution carried out at Victoria Gaol, reported in yesterday's issue of the *Daily Press* when a woman and a man were hung for the murder of an Aberdeen fisherman who was the husband of the condemned woman, it is worthy of being placed on record that the woman went to her death singing a Chinese song. She showed no sign of fear. Her doomed companion was executed with her at the same time and on the same platform. The man also was without fear, but he was silent right to the last and just before the end sharply rebuked the woman for singing.

AN ALLEGED ROBBERY
IN BATTERY PATH.

SOLDIER CHARGES A CHAUFFEUR.

At the Magistrate's yesterday Private John Heggarty, “B” Company, King's Regiment, preferred a charge against Vick Wai (30), a chauffeur employed by Dr. S. C. Ho, of having robbed him of five dollars.

The complainant said that he was walking up Battery Path, towards the barracks, when the defendant approached him asking for *cashmere*. At the same time he was seized by two men from behind who threw him to the ground and rifled his pockets taking a \$5 note. The two confederates ran eastwards, but complainant was able to follow the defendant down Battery Path. There was a light at the spot where the robbery was committed—at the steps leading down to the Hongkong and Shanghai Bank, near the Ming Yuen studio—and he could see defendant clearly. He caught defendant in Ice House Street and was sure that he had not made a mistake as the street was quiet.

Mr. A. E. Hall cross-examining elicited from the witness that he had had two “tops” or had two “shandies” at the Soldiers' Club and had gone for a walk before returning to barracks.

Mr. Hall suggested that complainant met defendant at the foot of Battery Path and caught hold of him outside the Pharmacy, but witness denied this.

Sergeant Lennaghan told the Magistrate that Heggarty was quite ordinary in his manner and gave a clear account but appeared to be a little excited.

The defendant, in the witness-box, said he was employed by Dr. Ho at \$50 a month. He had gone down Garden Road and was near the banyan tree at the bottom of Battery Path when complainant arrested him.

Hurry Kong, manager of a motor garage, gave evidence as to defendant's good character.

His Worship (Mr. Hamilton) was inclined to think that the complainant had made a mistake but he did not believe he had done so wilfully. He dismissed the charge.

FINDING A JOB FOR A
STOWAWAY.

At the Magistrate's yesterday Joe Willow was charged before Mr. J. R. Wood with stowing away on a German steamer from Manila.

The Magistrate was informed by Detective-Sergeant Doring that he had communicated with the American Consul-General but Willow could not produce any citizenship papers. The Consul-General was endeavouring to get employment for the man.

Willow was sentenced to three days' hard labour for stowing away, but as he had been in custody for that period he would be released that day. His Worship also made an order for him to be committed to the House of Detention for seven days during which time efforts will be made to find him employment.

GAMBLER TAKES HIS LIFE.

A Chinese named Li Wai, 33 years, is said to have hung himself at the Tai Loy boarding-house on Wednesday evening as the result of despondency through being faced of a large sum of money by card-sharps.

The man is a returned emigrant from Singapore, and had but recently arrived in the Colony.

THE TINKER FAMILY.



Have Arrived

at

LANE,

CRAWFORD'S



TINKER BEADS

BELLE TINKER

TOM

SIREN



TOSS

TOYS

TURTLE

RADIO

GIANT TINKER

FOLLOW-ME-TINKER



We have
An Even Better
Selection
of
Toys This Year.



SPORTS & GAMES DEPT.

LANE, CRAWFORD, LTD.

THE POPULARITY OF

LANE, CRAWFORD'S COFFEE

IS EARNED ABSOLUTELY ON MERIT.

A DELIGHTFUL BLEND OF 3 SELECTED KINDS,
ROASTED & FRESH GROUND DAILY.

AT .95 PER LARGE TIN.

Tel. 4567 (4 LINES).

Est. 1850.

JUST RECEIVED.

NEW STOCK OF

CANDLE SHADES

RED, YELLOW, PINK, GREEN

AND

SHADE HOLDERS

AT

ANDERSON'S.

Powell Ltd.
TELEPHONE C. 4578.

There is a Distinction in

WICHERT
SHOES

They are made of the Best Materials, by
Expert Craftsmen, which is essential in a
Good Fitting and Comfortable Shoe.

In many Fabrics and Styles.

NEW ADVERTISEMENTS

RICKMERS LINE.
NOTICE TO CONSIGNEES.
From ANTWERP.

THE Steamship
"RUTH KAYSER"
having arrived from the above ports, Consignees of Cargo are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.
Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 5th proximo, at 10 a.m.
All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th proximo, will be subject to rent.
Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports at Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
N. A. BODIKER & CO.'s
H. A. BODIKER & CO. (LTD.),
Agents, Rickmers Line,
Hongkong, 29th November, 1923. [1643]

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE M/S
"MALAYA"
having arrived, Consignees of Cargo are hereby informed that the Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th proximo, 1923, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goldard and Douglas on the 5th proximo, 1923, at 10 a.m.
All claims against the vessel must be presented to the undersigned before the 9th December, 1923, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be counter-signed by
JOHN MANNES & CO., LTD.,
Agents,
Hongkong, 29th November, 1923. [1644]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'S STEAMER
"SOU DAN."

Arrived Hongkong, on 29th November, 1923.
From BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where such Consignments will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf, B.I.S.N. and B. & S.N. Co.'s Steamers.
Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goldard & Douglas at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, 29th November, 1923. [1645]

NOTICE TO CONSIGNEES.

FROM NEW YORK & PHILADELPHIA.

THE Steamship "EASTERN PRINCE"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Wednesday, 5th Dec., at 10 a.m.
All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 5th December, 1923, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports at Hongkong, before Bills of Lading can be counter-signed.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
FURNESS (FAR EAST), LTD.
(Incorporated in Great Britain)
81, George's Building,
Hongkong, 29th November, 1923. [1646]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held on WEDNESDAY, 12th DECEMBER, 1923, at 5 p.m., in the JOCKEY CLUBS ROOM, HONGKONG CLUB ANNEX.

By Order,
B. C. BROWN,
Secretary.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.
AN EXTRA GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 1st DECEMBER, 1923, commencing 2.45 p.m.
The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform Half Price.
Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTRAD & DAVIS at \$5 up to Friday, November 30th.
The Stewards invite the Ladies of Hongkong to be present. [1595]

KING'S FAREWELL FOOTBALL MATCH.
KING'S v. INTERPORT PROBABLES.

SOONKPOO GROUND,
SATURDAY, DECEMBER 1st.
KICK OFF—4 P.M. SHARP. [1627]

DANCING.
PALACE HOTEL.

THE POPULAR JAZZ BAND
of
H.M.S. "DESPATCH"
Will Play at the above Hotel on
SATURDAY, the 1st DECEMBER, 1923.

DANCING—8.15 P.M. [1601]

HONGKONG BOXING ASSOCIATION.
SECOND TOURNAMENT OF THE SEASON.

SATURDAY, DECEMBER 1st, AT 8.15 P.M.
at the
THEATRE ROYAL.

MAIN EVENTS:
15 ROUND CONTEST FOR LIGHTWEIGHT CHAMPIONSHIP OF THE COLONY AND THE GEORGE BELT:

A. B. CHADWICK, Pts. FLYNN,
H.M.S. Marston 2nd Battalion,
The King's Regiment.

10 ROUND LIGHTWEIGHT CONTEST
A. B. EARDLEY, Pts. SCOTT,
H.M.S. Ambrose 2nd Battalion,
The King's Regiment.

Also
One Featherweight, One Middleweight, One Bantamweight, One Heavyweight, and One Welterweight Contest, each of Six Rounds.

BOOKING AT MOUTRIE'S:
Members on the 29th November,
General Public from the 30th November.

USUAL PRICES. [1631]

THEATRE ROYAL

MONDAY, 3RD DECEMBER, 1923,
at 8.15 P.M.

PIANOFORTE RECITAL
by
Mr. HARRY ORE

Kindly Assisted by
Mrs. B. SANGER (Soprano)
Mrs. N. MATHIESON (Alto)
Mrs. M. BONENFANT (Piano).

USUAL PRICES.

Booking at ANDERSON'S.
1570]

THEATRE ROYAL

HONGKONG AMATEUR DRAMATIC CLUB
presents

THE FAMOUS ROBOT PLAY

"R. U. R."
by
KAVEL CAPEK.

SATURDAY, 8th DECEMBER, at 8.15 P.M.

MONDAY, 10th DECEMBER, at 8.15 P.M.

WEDNESDAY, 12th DECEMBER [Matinee, at 5.15 P.M.]

SATURDAY, 15th DECEMBER, at 8.15 P.M.

\$3, \$2 & \$1.

BOOKING OPEN AT ANDERSON'S
on 5th NOVEMBER. [1602]

SOCIAL EVENING AND ENTERTAINMENT.

ST. ANDREW'S CHURCH HALL, KOWLOON.

MONDAY, DECEMBER 10th, AT 9 P.M.

VOCAL AND INSTRUMENTAL MUSIC.
CONJURING AND VENTRILOQUISM.
Admission—\$1 (including Refreshments). [1640]

INTIMATIONS

NOTICE.
UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. A/120 for Nina Shares, Nos. 98949/98950 standing in the Society's Register in the Name of KWONG SING LUNG of Yokohama has been declared LOST or STOLEN, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming, the same will be deemed Cancelled and of No Effect, and a NEW CERTIFICATE for the said Shares will be issued by the Society.
PAUL LAUDER,
Acting General Manager.
Hongkong, 12th November, 1923. [1564]

HONGKONG TRAMWAY CO. LTD.
(INCORPORATED IN ENGLAND.)

NOTICE IS HEREBY GIVEN to Shareholders in the above-named Company that the Special Resolution to Wind up the Company and the Extraordinary Resolution providing for the Distribution of the Company's holding of Shares in the Hongkong Tramways Limited (Incorporated in Hongkong) of which Notice has been given to the Shareholders having been confirmed and passed the RESOLUTIONS OF SHAREHOLDERS in the above named Company both in London and in Hongkong WILL REMAIN OPEN UNTIL THE 30th DAY OF NOVEMBER, 1923, for the purpose of registering Transfers of Shares after which Date the said Resolutions will be Closed and the Liquidator will proceed to a Distribution of the Assets of this Company among the Persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.
W. F. SIMMONS,
For and on behalf of
EDWARD RICHIE MORRIS,
Liquidator.
Hongkong, November, 1923. [1525]

LOST.

ON the 22nd Instant, at 10.30 A.M., between CHERRY and ITALIAN CONVENT, Platinum Bar BROOCH OPAL HEART, surrounded with Diamonds. Substantial Reward offered for Recovery, Fielder, B. & S. [1617]

TO LET.

LARGE GODOWNS with Good Ventilation, situated in KENNEDY TOWNS, on the Water Front, known as 11, 12 and 13, KENNEDY TOWNS, West Point.

Apply to
YAT WING BANK,
113, Wing Lok Street.
1630]

TO LET.

OFFICES IN UNION BUILDING—One Room on Fifth Floor.
Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

TO BE LET OR SOLD.

REDHILL WEST, No. 1, PLANTATION ROAD, To Be Let Furnished for Eight Months from April 15th 1924, or To Be Sold.
Apply
R. L. BRIDGE,
LANE, CRAWFORD, LTD.
1623]

FOR SALE.

FOR SALE by Private Treaty, Valuable LAND at Kowloon with Sea Frontage, having a Total Area of upwards of 97,000 square feet, upon which are erected Godowns and four Chinese Houses.

For particulars apply to—
JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Building.
1623]

FOR SALE.

VALUABLE LEASEHOLD PROPERTY.
OFFERS will be received up to the 7th DECEMBER, 1923, for the Purchase or Lease of a Modern Equipped Nine-room, Fire-proof, Brick and Concrete Residence at PAK HOOK TONG, CANTON. Includes three Bathrooms equipped with Modern Fixtures, Commodious Basement, Kitchen and Servants' Quarters. Attractive Location. Excellent Views. Surrounded by about 6 mow of well laid out Grounds with Ten year old Trees. Tennis Court. Owner's family leaving shortly for Home.

Particulars, Plans and Conditions of Sale upon application to BANQUE DE L'INDO-CHINE SHANGHAI.

FOR SALE.

ONE 1-Ton ELECTRIC TRAVELLING CRANE capable of dealing with a Working Load of 5-Tons on a Single Rope direct from the Barrel at a Radius of 20 feet with a Jib 30 feet long on a Rail Gauge of 4' 6" and with the Return Block and Attachment at point of Jib. Capable of dealing with Loads up to 7 tons.

One Peter's 1 yard Single Chain Type Grab, suitable for handling Dry Gravel, etc., complete with all Necessary Suspension Chains.
Both the Crane and the Grab are practically New and in Perfect Condition and can be seen working in Shanghai. Full Specification and Particulars can be obtained by applying to
TROLLOPE & COLLIS (FAR EAST) LIMITED,
Glen Line Building,
2, Peking Road, Shanghai.
1641]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—VI.

FOR SALE—OVERLAND MOTOR CAR, 1921. Owner-driven since New. 5-seater. Splendid Condition. Owner leaving the Colony. Apply—UPDELL, Queen's College. [144]

INTIMATION

BURNETT'S
FINEST LONDON

DRY GIN

Unique in Character and Flavour.

GIVES THAT DISTINCTIVE EXCELLENCE TO A COCKTAIL.

BURNETT'S Gin was a household word in London before most of the men who fought in the big war were born—AND STILL IS

SOLE IMPORTER:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 30th, 1923.

ITALY AND SPAIN.

The world will be very curious to learn what are "the definite results" that have been produced by the King of Spain's visit to Italy which, according to the King's farwell message, mentioned in the cables to-day, will in the near future be "to the advantage of Italy and Spain."

A wireless message from Rome recently told us that the visit of the Spanish Sovereign to Rome at this period, only a year after the revolution placed Signor Mussolini in power in Italy, and a month after a similar revolution in Spain placed General de RIVERIA in power, was "a full of political significance, the importance of which cannot fail to be striking."

It is noteworthy that General de RIVERIA accompanied the King and Queen of Spain to Italy, and that they received a spectacular welcome. Prior to the Royal visit, what is described as "an ideal commercial treaty" between the two countries had been signed—the first treaty of its kind to be signed by both countries, with the exception of a provisional convention in 1914 which was denounced by Madrid in 1921.

The Rome wireless message to this distant part of the world—which we assume to be official propaganda—refers to the visit of the Spanish Sovereign and Prince Alphonso as showing that "one main aspect of Premier Mussolini's foreign policy is to cultivate closer relations and better understanding with Latin countries on the Mediterranean, which in his opinion should unite and follow a common policy in order to counter-balance the Anglo-Saxon influence over the world."

If this is one of the "definite results" achieved by the visit we may look forward to some further evidences of Signor Mussolini's scant respect for the activities of the League of Nations. But until the policy develops and the world knows more of its definite purposes and aims, it would be profitless and even mischievous to indulge in speculations on the subject.

King Alphonso's friendship with England cannot be in doubt, and King George's recent visit to Italy certainly discovered no trace of Italian hostility to "the Anglo-Saxon influence over the world."

There has been another aspect of the visit of the King and Queen of Spain to Italy, however, which is doubtless of much deeper interest to the Latin world. The Latin world is Catholic, and the visit of King Alphonso to the Pope as well as to the King, is regarded as "another proof to the world of improved relations between the Italian State and the Holy See." The Spanish Ambassador accredited to the Vatican "seized the opportunity afforded by the arrangements for welcoming the King of Spain to call on Signor Mussolini." It was the first time in Italian history that a diplomat accredited to the Vatican had made an official call on a member of the Italian Cabinet. This, and the visit of the newly appointed Fascist Governor of Somaliland, to the Papal Secretary of State, are regarded as constituting "two facts of first-rate importance in the relations between Italy and the Vatican." It is pointed out, moreover, that the King of Spain, who has the title of His Catholic Majesty, is the second Roman Catholic Ruler to visit Rome with the consent of the Pope since the abrogation of the ban pronounced by Pius IX against any Catholic Ruler being the guest of "the usurping House of Savoy." The first was the King of the Belgians, who was in Rome last year, but owing to the greater importance of Spain, also a Catholic country, the visit of King ALPHONSO completely overshadowed that of King ALBERT. Only three Catholic Representatives, the Prince of Monaco, President LOUBET of France and King FERDINAND of Bulgaria, had braved the Pope's displeasure by accepting the hospitality of the King of Italy. There has been the further report that one of the objects of the King of Spain's visit was to negotiate with the Vatican a *modus vivendi* to put an end to differences which at present exist between Church and State in Spain. These differences concern religious orders in Spain which have rapidly increased in numbers in recent years, specially after the promulgation of the Association Law in France when many religious orders migrated into Spain. This is a serious matter for Spain, where the State, by the constitution, must support the clergy. We might well believe, therefore, that when King ALPHONSO, in his farwell message to Italy says he is convinced that "the events of the past few days will find an echo in the furthest confines of the Latin world, and will produce definite results in the near future to the advantage of Italy and Spain," he is thinking more of the results achieved in regard to the Catholic question than of what may have been achieved in the way of formulating "a common policy in order to counter-balance the Anglo-Saxon influence over the world." That must inevitably prove but a feeble effort.

Who does not know that to-day is St. Andrew's Day?

Dame Adelaide Anderson, D.B.E., left by the Empress of Russia yesterday for Shanghai.

His many friends will be sorry to learn that the Hon. Mr. P. H. Holyoak is in the Peak Hospital suffering from an attack of dengue fever with complications.

The coxswain of the motor-boat, *Hing Cheong* No. 2, was fined \$10 by Commander C. W. Beckwith, R.N., at the Marine Magistracy, yesterday morning for carrying six passengers in excess of his licence.

Mr. C. Thorne, Commissioner of the Chinese Maritime Customs for Kowloon, who is taking four months' leave, left the Colony, with Mrs. Thorne, yesterday by the *Empress of Russia*. They will not be returning to Hongkong.

Six weeks' hard labour was imposed on a Chinese yesterday by Mr. E. W. Hamilton for receiving iron fittings alleged to have been stolen from the S.S. *Angou* after the fire on board that river steamer on Wednesday. The man was arrested while with the articles in "Paddy's Market."

Mr. Leonardo D'Almada e Castro, Jr., the son of Mr. Leo D'Almada e Castro, the well-known local solicitor, has been admitted a student of the Middle Temple for the purpose of being called to the Bar. It is interesting to learn that in consequence of his record at the Hongkong University he was exempted from all examinations incident to his admission into the Middle Temple, and has entered Exeter College, Oxford, as a junior student instead of a freshman, which means that, instead of having to remain at the Home University for four years, he will be able to take his degree (and LL.B. if he takes it up), also his Bar Final, in only two years.

THE ARRIVAL OF THE NEW REGIMENT.

EAST SURREYS TO BE DISSEMBLED THIS MORNING.

The Army transport, *Derbyshire*, will arrive at Hongkong early this morning, having on board the 1st Battalion of the East Surrey Regiment which relieves the 2nd Battalion King's (Liverpool) Regiment. The transport was timed to reach Wagon at 6 p.m. yesterday but to facilitate landing arrangements she will not steam into harbour until this morning. She will proceed to the northern arm of the harbour of the Naval Yard where the Regiment will disembark and it is hoped that at 10.30 a.m. the Regiment will be ready to march into their new quarters. They will leave the Naval Yard by way of the Prince of Wales Gate headed by their own band. The new Regiment comes from Soudan to Hongkong. The King's Regiment are to proceed to India.

FRENCH ADMIRAL ARRIVES.

OFFICIAL LANDING TO-DAY.

The French flag-ship, *Jules Ferry*, with Admiral Frechet, the Commander-in-Chief of the French Squadron in the Far East, on board, arrived yesterday morning. The usual salutes were fired and during the morning the French Consul-General (Mons. Paul Kremer) paid an official visit to the cruiser. The French Admiral is to make an official landing at Murray Pier at 10 a.m. to-day when a Guard of Honour from the King's Regiment will parade at the Pier. The Admiral will then proceed to call on to H.E. the Governor at Government House.

THE SMALL POX EPIDEMIC.

MANILA ENFORCING VACCINATION OF PASSENGERS AND CREWS.

The Admiral Oriental Line has received from their Manila Agency a telegram which states that in consequence of the prevalence of "small-pox in Hongkong, all crews and passengers arriving from Hongkong are required to be vaccinated. The cable says the regulations are "the same as before."

Twenty-eight cases of small-pox were reported to the Medical Officer of Health on Wednesday. One was a Japanese case, the rest being Chinese.

GERMAN STEAMERS STRANGE SIGNAL.

The S.S. *Liang Chow* has made a report to the Harbour Office that on the voyage down the coast from Shanghai she passed the S.S. *Preussen* (Hamburg-America line) off Chikang Point at anchor. The German vessel was flying the signal "Not under command."

The local Agents for the Hamburg-America Line (Messrs. Arnold Bros.) know nothing of the matter though they state that the S.S. *Preussen* is fitted with wireless.

THE M.C.I. BAZAAR.

After the Ball to-night, the next event in the social life of the Colony is the charity fete and bazaar at Government House on December 8th, organised by the Hongkong Women's Guild and the Ministering Chords' League. As usual, H.E. the Governor and Lady Shipps have placed the grounds of Government House at the disposal of the organisers; also part of Government House itself, for the Ball Room is to be converted into a cinematograph theatre. The arrangements this year, have been varied in some respects; tea will be served on the tennis courts instead of on the lawn. Entrance and exit facilities have also been improved. The only entrance this year will be by the motor drive opposite the gate of the Botanical Gardens, and the police authorities have undertaken to close the Upper Albert Road to motor traffic for the period of the fete so that this entrance, which will be far more convenient, may be used in safety. Using the outer main road, motor traffic will also have a free course.

Although the fete retains its principal features, several new attractions will be included this year, and it is hoped that the large amount raised for women's and children's charities last year may even be exceeded on this occasion.

The first of a fortnightly series of Whist-drives was held at the Seamen's Institute on Wednesday evening and passed off very successfully under the guidance of Mr. C. T. May, who officiated as M.C. The prize-winners were—Ladies: 1st, Miss R. Gauber; 2nd, Mrs. A. White; 3rd, Mrs. Bacon. Booby, Mrs. Smith. Men: 1st, Mr. Phillips; 2nd, Mr. Smith; 3rd, Mr. Hill; Booby, Mr. Smith.

Before presenting the prizes, the Chaplain newly welcomed the prizes, the Chaplain of the Institute, thanked Mr. May for his kind assistance, and attributed to the Manager of the Institute (Mr. Sellwood) and to Mrs. Sellwood all the credit for arranging the evening in addition to carrying out efficiently their already arduous duties. He also expressed his gratitude to the Social Club of H.M.S. *Ambrose* for cancelling a whist-drive, which they had proposed holding the same evening, in order that the Institute drive might have every chance of success.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE GERMAN MENACE.

ALLEGED EVASION OF TREATY MILITARY CLAUSES.

London, November 28th.

Well-informed quarters discredit the statement attributed by the *Matin* to General Bingham (head of the central section, Allied Military Control in Germany) to the effect that disarmament in Germany was completed months ago. It is pointed out that the latest Note from the Conference of Ambassadors to Germany plainly intimated that a number of military clauses in the Treaty of Versailles had not been carried out to the satisfaction of the Allies. Since the despatch of this Note, owing to the occupation of the Ruhr, no Allied control has been exercised and, in the meanwhile, large numbers of men exceeding the Treaty establishment have been rapidly training under military experts.

SUGGESTION THAT RUSSIA AND SWEDEN MAY SUPPLY GUNS.

The opinion is held that owing to the French occupation of the Ruhr, Germany is at present unable to provide artillery, but Krupp's have cultivated close relations with Russia and Sweden, though it is not yet possible to ascertain whether this is concerned with the manufacture and supply of guns.

It is also pointed out that the Allies have not secured more than half of the rifles in Germany and there is little doubt that German small-arms factories are turning out these and ammunition on a large scale. Altogether, the situation is regarded as indicating a potential, though not imminent menace.

NO CABINET IN GERMANY.

WHAT NEXT?

BERLIN, November 28th.

After a series of failures in his efforts to form a Cabinet, Herr Stegerwald, of the Centre Party, has given up the attempt to establish a Coalition Government on the broadest, Bourgeois basis, owing to opposition by the Democrats. President Ebert will probably dissolve the Reichstag very shortly if a settlement of the political crisis is not reached.

EARLIER CABLES.

CABINET DISSOLVED.

DUNDEE, November 28th.

The Republican leader, Herr Matthes, announces that he has dissolved the "Cabinet" following the indecisive attitude of Ministers as regards the military coup d'etat attempted by superior officers of "the Rhine Army," whose dismissal was recently ordered by "the Cabinet."

LATEST CABLES.

STATUS OF INDIANS IN CANADA.

BRITISH COLUMBIA OPPOSED TO GRANTING FRANCHISE.

VICTORIA, B.C., Nov. 28th.

The Legislature has passed a resolution opposing the enfranchisement of Indians in the province. The resolution is being forwarded to Ottawa for consideration.

CANADIAN TRADE.

SUBSTANTIAL INCREASES.

OTTAWA, November 28th.

The trade of Canada for the twelve months ending October was \$1,920,000,000, an increase of \$351,000,000 compared with last year. Imports increased by \$173,000,000 and exports by \$179,000,000. The balance of trade in favour of Canada was \$248,000,000.

Trade with the United Kingdom increased by \$64,000,000, of which imports amounted to \$23,000,000. Trade with the British Empire increased by \$91,000,000, of which imports amounted to \$31,000,000, and trade with the United States increased by \$211,000,000, of which imports amounted to \$127,000,000.

U.S. GOVERNMENT'S SILVER PURCHASES.

PRODUCERS THREATEN PROCEEDINGS.

New York, November 28th.

A number of important silver producers are arranging to bring mandamus proceedings in order to compel the Federal Treasury Department to buy 12 million ounces of silver. It is contended that in buying that amount of silver at a saving of 35 cents per ounce the Treasury misconstrued the Pittman Act.

LATEST CABLES.

ITALY AND SPAIN.

A LATIN BLOC TO OPPOSE L.O.N.

PARIS, November 28th.

The *Matin's* Madrid correspondent learns from a good source that during the visit of the Spanish Sovereign to Rome the question of the formation of a Latin Bloc was discussed, which might result in Spain, Italy and several South American Republics withdrawing from the League of Nations.

SPANISH ROYALTY LEAVE FOR HOME.

NAPLES, November 28th.

Their Majesties the King and Queen of Spain sailed amid the cheers of a huge crowd.

King Alfonso, who had previously reviewed the cruiser squadron, sent the heartiest message to Signor Mussolini inviting him to Madrid.

EARLIER CABLES.

GLOWING FAREWELL MESSAGE FROM SPANISH KING.

NAPLES, November 28th.

In a glowing message of farewell to the Italian people, King Alfonso says he is convinced that the events of the past few days will echo to the furthest confines of the Latin world and produce definite results in the near future to the advantage of Italy and Spain.

HOME ELECTION CAMPAIGN.

MR. BALDWIN AND THE SHIP-BUILDING INDUSTRY.

LONDON, November 28th.

Mr. Baldwin, speaking at Glasgow, said that owing to restriction deliberately applied by foreign powers in their own interests, there was less tonnage building in British yards than at any time in the last fourteen years. "We cannot be content with passive resistance in the face of such a situation," he declared, and said if he were returned to power he intended to call an early conference of shipbuilders to try and devise a means to keep the great industry going.

Mr. Baldwin made further reference to the tendency for foreign countries to discriminate against shipping in favour of their own, and said the matter was so serious that it was brought before the recent economic conference, and a method discussed whereby the unity of the Empire might make itself felt if it became necessary to fight such an attack.

A PILL TO CURE AN EARTHQUAKE.

Viscount Grey, speaking at Portsmouth, said that tariff, which at the most only affected ten per cent. of the unemployed, were like taking a pill to cure an earthquake. A capital levy was the earthquake itself.

Mr. Austen Chamberlain, speaking at Birmingham, denied that protection would only benefit the industries to which it was directly applied, but by stimulation of production would diffuse the advantages amongst the population.

NINE SPEECHES IN ONE DAY BY MR. LLOYD GEORGE.

LONDON, November 28th.

Mr. Lloyd George has been very busy in Lancashire. Addressing a meeting at Oldham, he confessed that it was his ninth speech that day. He declared that the Protectionists were unable to quote a single case of a country which had adopted tariffs and was able to revert to its former condition. Once the step had been taken it became irrevocable.

WIRELESS COMMUNICATION. EXPERIMENTS WITH SHORT WAVE LENGTHS.

PARIS, November 28th.

Experiments are being made in Paris similar to those in England on the possibility of employing very short wave lengths for wireless communication. General Ferris, who is in charge of the Eiffel Tower wireless station has informed the Academy of Science that it has been found possible to communicate a distance of a mile and a quarter with a two metre wave length and an aerial one metre in length. The intensity of the oscillations did not exceed 80 milliamperes. By increasing the intensity and other devices it will be possible considerably to increase the distance at which messages could be heard.

MR. N. C. ROTHSCHILD'S ESTATE.

A HUGE FORTUNE.

LONDON, November 28th.

Nathaniel Charles Rothschild, who recently committed suicide, left two and a quarter millions sterling, on which death duty amounting to £815,000 is payable. He left £10,000 to the British Museum to pay the salary of the custodian of a collection of sphenoptera or other parasitic insects.

LIQUOR SEIZURES AT SEA.

LONDON, November 28th.

It is authoritatively learned that Britain has made representations to America with regard to the seizure of the *s.s. Island Home* on Nov. 25th. The United States Government has promised to carefully investigate the matter. It is understood that no action will be taken in the case of the *Tonaka* until the question of the vessel's registry has been settled.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

REUTER'S CHAIRMAN AT PEKING.

A BUSY WEEK.

PEKING, November 28th.

Sir Roderick Jones, Chairman of Reuter's, has spent a busy week at the capital. He had a special audience with the President at the Palace on Tuesday and he has had long conversations with the French, British and Japanese Ministers, and also with the ex-Premier, Dr. W. W. Yen and the Foreign Minister, Dr. Wellington Koo.

The latter gave a tiffin in Sir Roderick's honour, at which the leading members of the Cabinet and the British Minister were present. Sir Roderick was entertained by Dr. W. W. Yen to-day.

Last night Sir Ronald McLeay gave a dinner in Sir Roderick's honour at the Legation, the company, including Dr. Wellington Koo and the Minister of Communications. He will be the guest of honour at the Bankers' Association at tiffin to-morrow, and later will attend a party arranged for him by the Japanese Minister. He has delivered addresses at tiffin given him by Chinese journalists and the Anglo-American Association.

Sir Roderick leaves on Saturday by a special coach attached to the morning train for Shanghai, en route for Tokyo. He will break the journey at Tientsin, where a tiffin in his honour has been arranged at which he will meet leading British citizens.

PROTECTION OF RAILWAYS IN CHINA.

GOVERNMENT'S PLANS TO BE PROMULGATED.

PEKING, November 28th.

The detailed plan for the organization of the Railway Protection Bureau passed the Cabinet on Tuesday and has been approved in a Chihling mandate published in the *Government Gazette* to-day. The Bureau will be under direct control of the Cabinet.

The Minister of Communications has invited the provinces concerned to send delegates to a meeting to be held at the Cabinet Office on Saturday, after which the plan will be promulgated.

General Wang Chun Chen has been appointed commandant of the Chihli Brigade, which will guard the Tientsin line.

ARMED ROBBERIES AT SHANGHAI.

BIG HAUL IN INTERNATIONAL SETTLEMENT.

SHANGHAI, November 28th.

Armed robbers held up a messenger of the Tung Yih Trust Company, this morning, in the centre of the International Settlement and escaped with approximately \$23,000 dollars worth of negotiable Government Bonds.

JAPANESE MEDIAEVAL COMEDY PLAYS.

LONDON, November 28th.

At a meeting of the Japan Society, Naval Commander Oswald Tuck lectured on the comic Japanese mediaeval plays.

Bernard Hayashi, who presided, replying to an expression of sympathy with the Japanese in consequence of the recent earthquake, said the Japanese were deeply grateful for the splendid English response to the Lord Mayor's appeal.

The meeting concluded with a representation of the Japanese mediaeval comedy "The apple and the friar."

U.S. CONSULATE-GENERAL IN JAPAN.

TO BE TRANSFERRED TO TOKYO.

TOKYO, November 28th.

The American Consulate-General is being removed from Yokohama to Tokyo, while a Consul is to be stationed at the former port.

This step was contemplated long before the earthquake, but has now been brought to a head.

The Consul-General is now searching for a temporary office.

[THROUGH REUTER'S AGENCY.] THE N.Y.K. "STRIKE."

COMPANY DIRECTORS AND SHAREHOLDERS TO CONSIDER SITUATION.

TOKYO, November 28th.

To-day the directors and shareholders of the N.Y.K. Company are holding a general meeting, when, the situation created by the attitude of the employees in the company's offices at home and abroad will be fully aired.

The changes in the company's regulations which, it is alleged, handicap land employees to the advantage of marine employees, have tended to accentuate relations between these two sections of employees which have always been antagonistic—and have resulted in the reported threat of the land employees to resign en bloc unless their grievances be remedied.

LOCAL SHIPPERS PERTURBED.

Despite the belief entertained by the Company officials that the question will be easily settled, developments are being watched with great interest, not only by the employees, but by numbers of local shippers who will be largely affected should the trouble take a more serious turn.

DISPUTE DOES NOT INVOLVE CREWS.

LONDON, November 28th.

The newspapers draw attention to the strike of Japanese staffs of the Nippon Yusen Kaisha all over the world, pending settlement of the dispute with regard to the reorganization scheme introduced on November 14th, and affecting selection of men to fill responsible positions, also providing for the appointment of navigating and engineering officers to administrative posts hitherto filled by staff men. The manager of the London branch in an interview pointed out that the dispute did not involve the crews of their steamers, which were unloading and discharging as usual.

[BY COURTESY OF "THE DAILY BULLETIN."] N.Y.K. STRIKE AT HONGKONG.

TOKYO, November 28th.

The Nippon Yusen Kaisha officials here, it is understood, do not attach any serious importance to the demonstration by the local staff at Hongkong, which is regarded as being due to the necessity for transferring some of the staff from the head office to local posts under the reorganization plans.

It is believed that that difficulty will soon be solved, according to a statement made here.

N.Y.K. PROFITS.

TEN PER CENT. DIVIDEND PREDICTED.

The *Fushin Nippo* predicts that the dividend of the Nippon Yusen Kaisha to be announced shortly will be 10 per cent., despite the saving from reduction of allowances. It was stated by the Seamen's Union in connection with the recent strike that the leading shareholders hoped to have the dividend made up to 12 per cent. if the allowances were halved. This reduction has actually gone into effect for the officers and shore hands, but the men of the fleet are to get the same allowance as before, though half of it will be in the form of special earthquake relief.

To provide even 10 per cent., says the *Kobe paper*, the company will need to draw \$2,000,000 from its fund for the equalization of dividends. The net profit for the past half-year is given as \$1,000,000 against \$1,500,000 for the previous term. The writer attributes the decline to poor trade on the European run so that he takes no account apparently of the millions lost in the earthquake disaster. He puts the funds available for distribution at \$3,310,000, made up of the so-called "net" profit, the \$2,000,000 from the reserve and \$130,000 carried forward from last term.

A ten-per-cent. dividend would absorb \$2,000,000, and it is supposed that the directors would receive \$150,000, as against \$200,000 for last term. This would leave \$250,000 to be carried forward.—*Japan Chronicle*.

JAPAN'S INSURANCE PROBLEM.

HOW SOME COMPANIES ARE AFFECTED.

The principal Kwansai fire and marine insurance companies, says the *Kobe Fushin Nippo*, had the following total insurances on properties destroyed by the earthquake and fire:—

Kyodo Kwasa	Y120,000,000
Kobe Kaifu (Marine)	50,000,000
Osaka Kaifu	50,000,000
Hokoku Kaifu	45,000,000
Taiho Kaifu	40,000,000
Fukuji Kwasa	30,000,000
Nippon Kaifu	20,000,000
Asahi Kaifu	15,000,000
Daijiku Kwasa	10,000,000
Pacific Marine	5,000,000
Kyoto Kwasa	1,000,000

TO RESTORE TRADE.

"ABANDON DEFLATION."

MR. MCKENNA'S REMEDY.

In the course of an address delivered to the Belfast Chamber of Commerce, on October 24th, the Right Hon. Reginald McKenna, chairman of the London Joint City and Midland Bank, and sometime Chancellor of the Exchequer, strongly urged as the best means of restoring our trade a temporary abandonment of the policy of deflation, which he regards as a main cause of unemployment. More credit and more money were required, and he was not afraid that the policy he advocated would lead to a recurrence of monetary inflation. He was hopeful of the future, and believed that with the abandonment of credit reduction our trade would soon be in a fair way towards recovery.

"WE PROSPER AS THE WORLD PROSPERS."

There were some, he said, who asked whether we should not gain more by the crippling of German competition than by the sacrifice of a portion of our foreign trade; but if we examined the question in its entirety we must, he thought, come to the conclusion that a vital blow could not be inflicted on a great commercial country without serious injury to ourselves. He had prepared a statement of the export trade of the United Kingdom for the ten years before the war, and it showed that while world exports increased \$1,400,000,000, the United Kingdom year by year received its due proportion of the increase, our highest proportion being 15.5 per cent., and our lowest 13.8. After the war, in 1920, our exports were 13.1 per cent. of the total; in 1921, owing to the coal strike, they fell to 10.2; and in 1922, they rose again to 12.3. The havoc in several of the manufacturing countries of Europe, and the crippling of some of our rivals, were accompanied by an increase in our proportion of the world's exports from 13.8 to 17.3 per cent. But what of the actual state of our export trade? When due allowance was made for the difference in prices in the years named, it would be found that our exports were at least 25 per cent. less in 1922 than in 1912, and this decline took place notwithstanding that our population had increased by over 2,000,000. Whoever gave his attention to these figures could draw only one conclusion from them. On balance we lose by a reduction in the total volume of world trade, even though the reduction be caused by the collapse of trade rivals. We may obtain, it is true, a larger per centage of what remains, but the final result is to diminish our total exports. We prosper as the world prospers; we decline as the world declines.

Dealing with unemployment, Mr. McKenna said once we could make a serious inroad into our figures of unemployment, a revival of trade would come of itself. Where was the remedy? The Imperial Conference was considering the matter; but the expansion of the markets of the Dominions could not be rapid enough to deal with the present situation as promptly as the urgency of the case demanded. It must be agreed that we could not look for any substantial improvement in foreign trade while Europe remains as it is. Where, then, were we to turn? We were driven back upon ourselves. If remedy at all was to be found, we must seek it in the growth of our own internal trade. There was in truth no distinction between internal and external trade. A year ago the trade of Northern with Southern Ireland was internal; to-day it was external. It was just a matter of territorial limits, customs, barriers, and Government regulations. Perhaps we could throw some light on the problem if we looked at what has happened recently in the United States. In the autumn of 1921 the trade depression in that country was exceptionally acute. The officially accepted estimate of the number of unemployed at that time reached the unprecedented total of 5,000,000. Eighteen months later it was reported that the whole of the unemployed had been absorbed.

DEFLATION AND INFLATION.

There was no mystery about what happened in the United States. Their financial policy, as with us, had been one of forcing down prices by a restriction of credit and a reduction of the purchasing power of the public. In the autumn of 1921 this policy was, for the time being, abandoned. The restriction on the increase in bank credit was removed. Bank deposits grew, prices of commodities tended to rise, and the unemployed were gradually absorbed into industry. In eighteen months the work was complete. But now evils of another kind began to show themselves. In the spring of this year there were symptoms of inflation, and a check was rightly put on the movement.

In Great Britain, on the other hand, deflation was actively continued until three months ago, and still nominally stood as our official policy. In contrast with the American figures our bank deposits to-day showed a decline of 10 per cent. This meant a severe restriction of purchasing power, and a consequent lowering of prices, which was indeed the declared purpose of a deflationary policy. But we should not forget that there were two ways of bringing down prices: we might do so either by an increase of commodities available for purchase, or by a forced restriction of purchasing power. The former method was not attended by its operation, but could not fail to depress trade and cause unemployment.

Very little argument was needed to show that a policy of driving or keeping down prices by a restriction of purchasing power must depress trade. Trade was carried on not by nations, but by individuals. If the merchant or manufacturer thought that prices were going to fall, he would restrict his orders for finished goods or raw materials. No man knew that he

(Continued at foot of next column.)

CENTS TO SAVE MILLIONS.

MR. F. PALMER AND YANGTZE FLOOD PREVENTION.

LAND TAX SUGGESTED.

At a dinner given by the Chihli River Commission in Peking an interesting statement was made by Mr. Frederick Palmer on navigation on the Yangtze River, and the possibility of prevention of floods.

Mr. PALMER, who is consulting engineer to the Yangtze Commission, was replying to a speech by Premier Kuo Ling Wei. The latter reviewed the organization of the Commission, and explained that though the Government realised the necessity of improvement several years ago when petitions from the British Chamber of Shanghai and people living along the river had occupied their serious attention, they had been unable to proceed with the work owing to the lack of funds.

Speaking of his inspection, Mr. Palmer said he had come to the conclusion that it would not be worth while to improve the river for navigation. "There are eight places in the lower reach of the river in need of improvement. They are much too shallow," he pointed out. "It would cost between half a million and a million dollars a year to drain them, and the amount saved the shipping companies would be about one hundred and sixteen thousand dollars."

The question of flood prevention was an entirely different matter, however. The length between Hankow and Shanghai of the Yangtze was six hundred miles, and the land on both banks would benefit if the disaster from floods could be removed. If the land extending ten miles from either side of the river were taxed at a few cents per acre, the amount of collection would be more than sufficient to pay for all expenses to prevent inundations.

Director-General Sir Pao Chai also replied, and expressed the hope that the Chinese Government would take a long sighted view of improvement. It was their duty to provide improved means of communication, even if this cost more than what was actually returned for the investment. The promoters of the Hai Ho Conservancy Board and of the Wangpoo River Conservancy did not realize the immense benefit which the present improved conditions of these two rivers would confer upon the people at the inception of their undertakings. It would be wise for the Yangtze River Commission to adopt a policy of far-sight and an attitude of sympathy with the multitudes of people who were suffering in silence on account of the deteriorating condition of the river, and urged that the original object of the Commission should be carried out in spite of difficulties which might be encountered.

Among the guests present were Prime Minister Kuo Ling Wei, Dr. Wellington Koo, Minister of Foreign Affairs, Sir Francis Aglen, Director-General Sun Pao Chi, Mr. Yuan Nai Kuo, Minister of Agriculture and Commerce, and Sir Ernest Willton, Mr. F. Hussey-Freke, Secretary of the Hai Ho Conservancy Board, Mr. H. von Heidentam, Engineer-in-Chief of the Wangpoo Conservancy Board, Mr. T. J. Eldridge, Const. Inspector of Shanghai, Mr. H. van der Veen, Consulting Engineer to the Ministry of Communications, Colonel F. C. Young, General Manager of the Kailan Mining Administration, Mr. F. Peters, Chairman of the British Chamber of Commerce at Tientsin, Mr. Yang Pao Ling, Mr. T. S. Wei and Mr. Goodrich of the Chihli River Commission, Messrs. Chen Shih Mi, Chief of the Engineering Department of the Ministry of the Interior, Mr. Z. Y. Chow, T. C. Shoung, and Liu Chih Li of the Ministry of the Interior, Mr. Sun Ping Hwang of Yang Chow and Mr. Guernier, Tientsin Customs Commissioner.

would not make a profit, but a loss of goods bought or manufactured for stock if prices were higher when the order was given than when it was fulfilled. Inexpensive was checked and orders were not given. What was the consequence? Men and women were thrown out of employment, less was paid in wages, and the amount spent upon consumption was reduced. We found ourselves in the vicious circle of bad trade, and the trader who cut down his orders was justified in his prudence by the insufficient market which existed for his goods.

The conclusion he drew was very simple. When unemployment was greatly in excess of the normal we should abandon unhesitatingly the deflationary policy which was a cause of unemployment. But let him not be misunderstood. He did not say that a change in official policy would have the same far-reaching effect in Great Britain as in America. Neither did he say that we should pursue a policy of monetary inflation. With any improvement in trade undoubtedly more banking credit and more currency would be required and must be provided, but this was not monetary inflation. Personally he had no fear of a recurrence of monetary inflation.

Whilst it would be a mistake to expect, in view of the present conditions of the world, a full revival of healthy trade, he believed that quite a considerable revival was possible. For some three months now there had been no set of deflation, and he believed that this change from earlier policy was already beginning to have its effect. In prophesying about trade a wise man would speak with bated breath and whispered humbleness. But already he began to see signs that the very grave depression of the last few months had passed its lowest point. Here and there symptoms of improvement were visible, and if the trading world were satisfied that no further effort would be made to bring down prices by credit restriction, he believed that our trade would soon show itself in a fair way to recovery.

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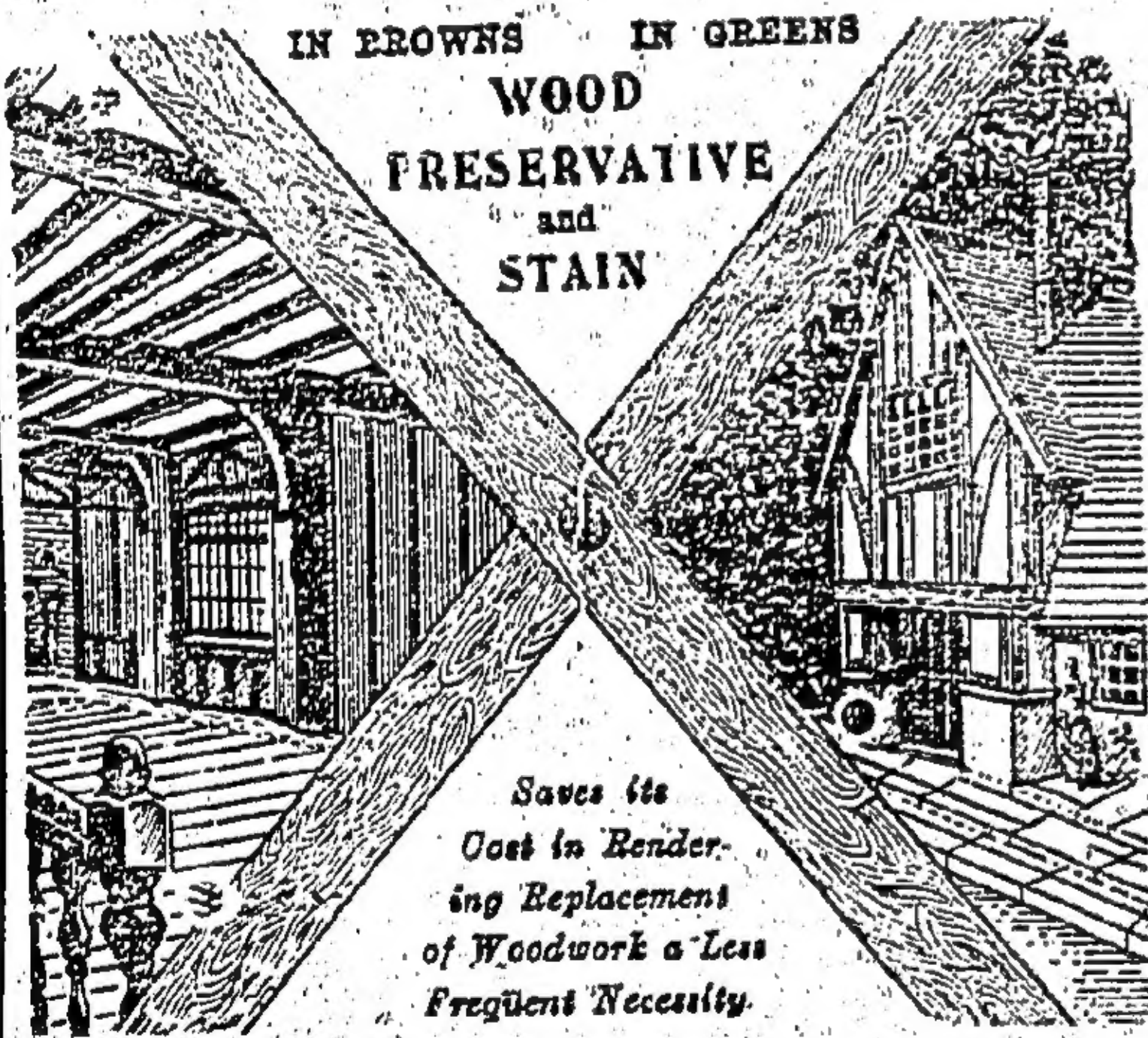
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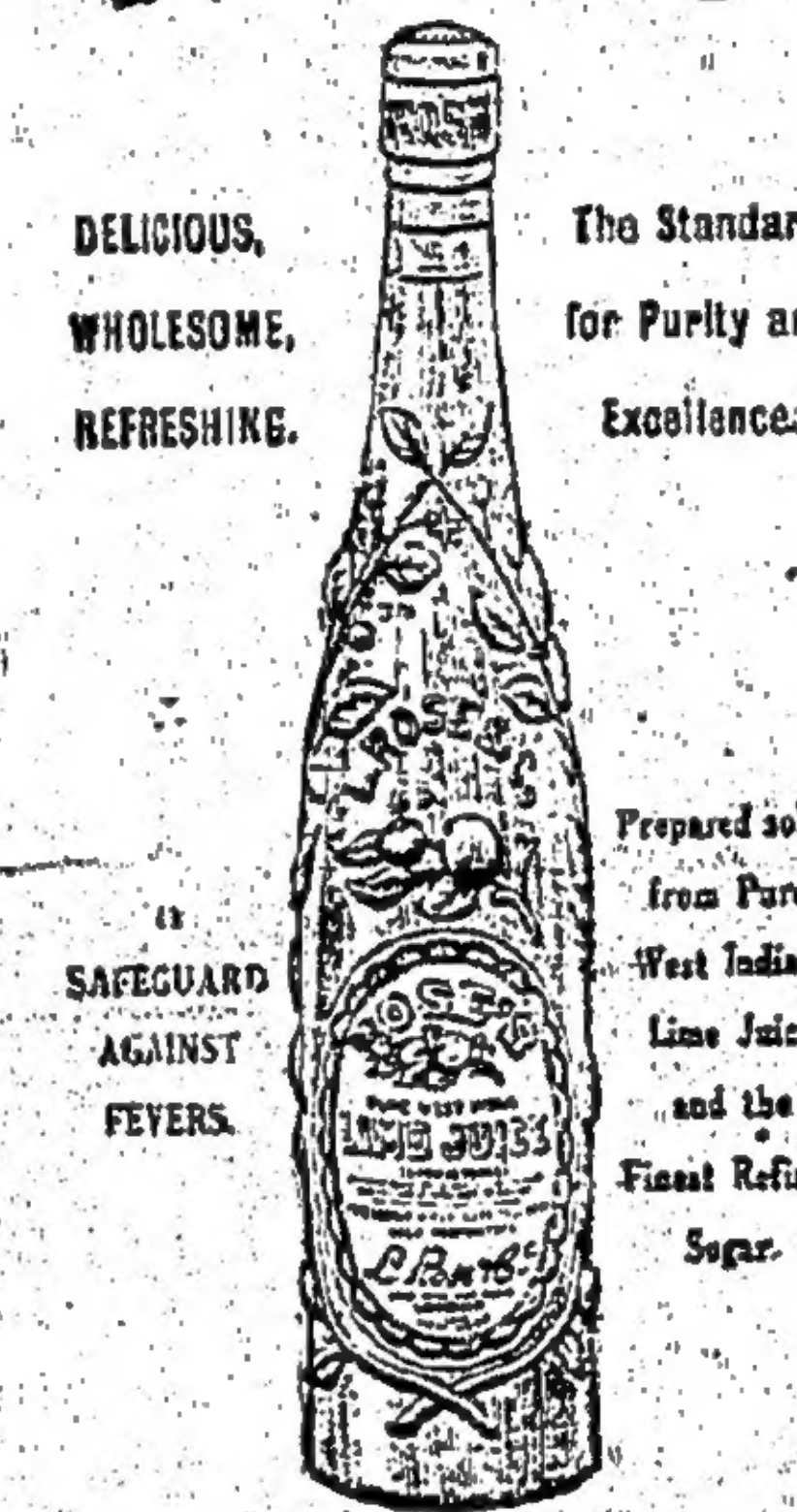
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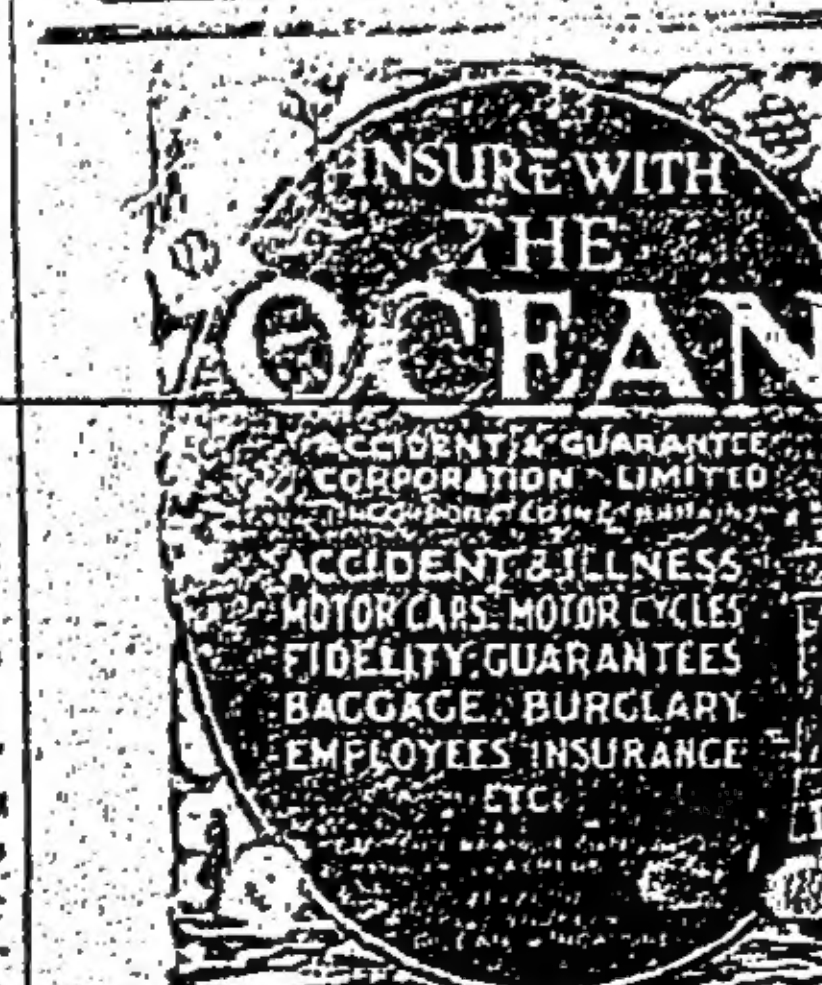
THE ROYAL WEDDING.

BRILLIANT SCENE AT THE
CHAPEL ROYAL.A London wire of November 4th, says:—
Although the Chapel Royal at St. James
does not compare in dimensions or mag-
nificence with the Abbey, the Royal wed-
ding was one of the most beautiful and
most impressive ever seen in London.The Crown Prince of Sweden, tall and
stately, looked resplendent in his General's
uniform, while the bride, Lady Louise
Mountbatten, was equally stately and
looked every inch a Queen. There was a
very large congregation. The favoured
guests saw an intensely human episode, in
which the Duke and Duchess of York
figured. They entered together, but the
arrangements for seating placed them four
seats apart. The Duke smiled towards the
Duchess and signalled her to join him.
The Duchess smiled back and signalled to
the Duke to come beside her. Eventually
the Duchess moved up. Then, the Prince
of Wales arrived and every one stood
motionless, including the Duke and
Duchess. The Princess smilingly claimed his
seat and the riddle was solved when the
Prince and his brother exchanged seats.
This brought husband and wife together
again.Two Kings and four Queens entered to-
gether. Queen Alexandra walked unassisted
but looked almost ethereally frail. She
scattered bows and smiles on both sides of
the aisle.The little Chapel shone resplendent with
uniforms and exquisite dresses, while a
subdued light came from green-hued can-
dles set along the pews. Masses of white
chrysanthemums decorated the altar, which
glowed in the light of concealed candles.The four-year-old Earl of Medina, the
bridegroom's son, seemed to enjoy himself,
smiling at everybody and often turning
about to take in the scene, but his com-
panion, Princess Tassie, comforted herself
with six-year-old dignity. She tried to
draw Lord Medina into solemnity, but the
little Earl remained cheerful to the end.When the ceremony had concluded, the
Crown Prince regarded his bride for a
moment and then raised her hand devoted-
ly to his lips. While the register was be-
ing signed, the tension relaxed, and the
Princess conversed together, the Prince of
Wales taking the opportunity to correct
Princess George's epaulettes.When the bridal coach entered the street,
Swedish children strewn the way with red
and white carnations.Large crowds witnessed the bride's pro-
gress to and from the Chapel.PRINCESS MAUD'S WEDDING
DRESS.Princess Maud's wedding dress was of
white georgette, richly encrusted with
pearls, and with a train of silver net
four yards long. The under-train was of
silver tissue with lines of pale blue. The
Princess decided not to wear any orange
blossoms but to have a substituting of
white hothouse on their side of her
veil, which was to be arranged in Dutch
bonnet fashion. The six bridesmaids
wore blue georgette trimmed with gar-
lands of mauve fuchsias.Princess Maud, who is 30 years of age,
is the second daughter of the Princess
Royal, and one of the nieces of His
Majesty the King. She was married last
week to Lord Carnegie, who is the same
age as herself, and is the eldest son of
the Earl of Southesk. Princess Maud was
a bridesmaid of her cousin, Princess
Mary, of whom she is an intimate friend.WOMAN JOCKEY THIRD IN
NEWMARKET RACE.The Newmarket Town Plate, was run
last month on the Round Course, four
miles out and home, starting from the
July Stand, going round the Plantation
and returning by way of the Bonbury
mile. The race was instituted by Charles
II., in 1655, "to be run on the second
Thursday in October for ever." Unusual
interest attached to this year's race, as,
for the first time in its history, a woman
took part in it as a rider. Miss Betty
Tanner, who came in third. The race
was watched by a large crowd, which in-
cluded nearly all the Newmarket trainers.It is rare for a woman to ride in a race,
but it is on record that a Mrs. Aggie,
wife of a local veterinary surgeon, won
a mile race on the flat at Epsom in 1905
when riding in a match against a Mr.
Wyatt, of Reigate, for £100 a-side. The
most noteworthy instance of a woman
jockey is that of Mrs. Thornton, who in
far back as 1804 rode in a race of four
miles on the Knavesmire at York against
her brother-in-law, Captain Flint. The
race, which was for 24,000gns., with a side
bet of 500gns., took place at the York
August meeting. Odds were laid on Mrs.
Thornton's horse, Vandyke, who ap-
peared to be winning easily, when he sud-
denly slipped, and Mrs. Thornton, being com-
pelled to ease her mount, suffered a
severe defeat.SOUL-LOOKING DOCTOR NOT
IN FASHION.Dr. E. B. Turner, in a lecture to
budding doctors at St. George's Hospital,
said that the grave, soul-looking doctor
was no longer fashionable. A doctor who
was full of "beans" was much more
likely to do a patient good. The conven-
tion that a doctor's habiliments and phys-
iognomy should be as sombre as an
undertaker has been relegated to the
limbo of outworn superstitions. He
told a story of a man operated upon, who
died, and left instructions that the fee-
due to a young surgeon should be paid
three-over, because he cheered him up.
He concluded: "You will frequently
find that if you discuss the iniquities of
the tuxedo, the latest scandal, law
courts, and the cricket championship, you
will have done the sufferer more good
than could be effected by drugs."Miss Joyce "Whorred" won the English
Ladies' Golf Championship for the fourth
time, defeating Mrs. T. A. Lodge in the
final.Get fit
& keep fitTo carry on
the business of
life with efficiency
and success a condition of
physical fitness is of the first
importance. The difficulty
of maintaining the general
health unimpaired amidst the
stress of modern life has
never been greater than at
the present time. Even the
strongest suffer at some time
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ache, constipation, inactive
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ROBERT MCKIN

CLAIRE ADAMS

CARL GANTVOORT

USUAL PRICES.

BOOKING AT THE THEATRE.

Hotels JAPAN AND
MANCHURIAMembers of Japan Hotel Association
c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER			
Chusenji (Nikko)	Kyoto Hotel	Nagoya Hotel	Shimoda Hotel
Lakeside Hotel	Miyako Hotel	Nara Hotel	Tokyo Hotel
Kamakura Hotel	Matsumoto Hotel	Nikko Hotel	Imperial Hotel
Kanazawa Hotel	Miyajima Hotel	Osaka Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyazaki Hotel	Shimonoseki Hotel	Tanji (Saiyoken) Hotel
Mampel Hotel	Nagasaki Hotel	San-ye Hotel	Yokohama Hotel
Kobe Hotel	Japan Hotel		Grand Hotel
Oriental Hotel			
Tor Hotel			
IN TAIWAN (FORMOSA)			
Tainan Hotel—Taiwan Railway Hotel			
IN CHOSON			
Pusan Hotel	Changchun Hotel	Hosen (Makden) Hotel	
Pusan Station Hotel	Yamato Hotel	Yamato Hotel	
Keijo (Seoul) Hotel	Daizen Hotel	Eyojun (Port Arthur) Hotel	
Shingai Hotel	Yamato Hotel	Yamato Hotel	
Shingai Station Hotel	Hoshigaura Hotel		
	Yamato Hotel		

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

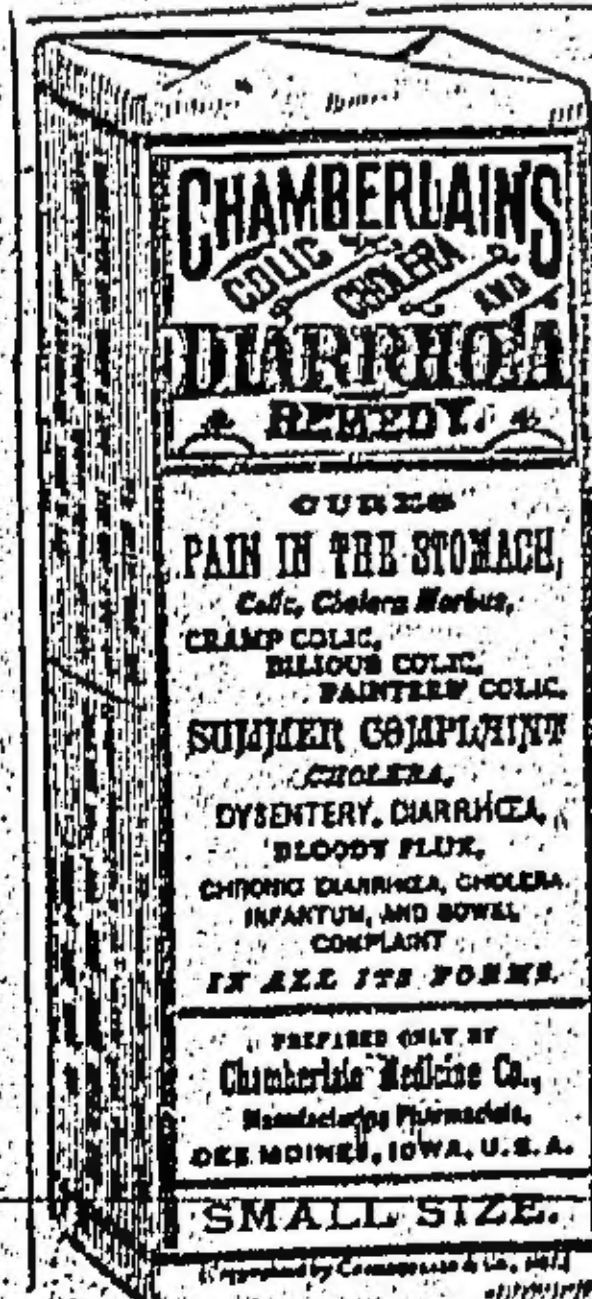
HONGKONG.

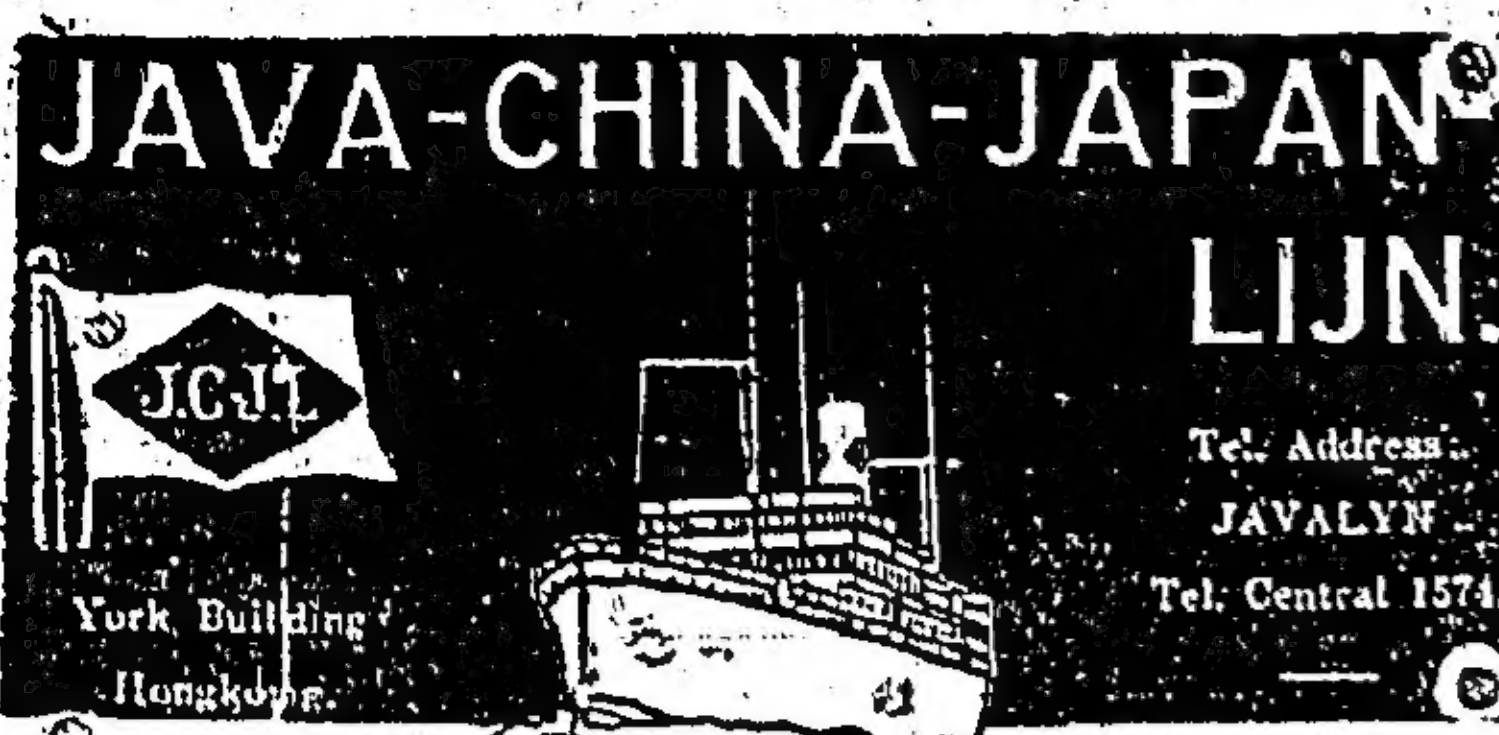
Chamberlain's
Colic and Diarrhoea
Remedy

Cures

Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint

Sold Everywhere





REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	From	Expected on or about	Will leave on or about	For
TJIMANOER	JAVA	24th Nov.	3rd Dec.	SHANGHAI & NORTH CHINA
TJISALAK	JAPAN	1st Dec.	7th Dec.	BATAVIA via MUNTOK
TJITAROM	JAVA	4th Dec.	10th Dec.	JAPAN
TJILIWONG	SHANGHAI			

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN. Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.

S.S. "OLDEKERK"	...	30th Dec.
S.S. "SAPAROE"	...	15th Jan. 1924.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"ZOSMA"	Rotterdam, Amsterdam, Hamburg & Bremen	30th Dec.
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	Mid. of Jan. 1924.
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	Mid. of Feb.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

York Building.

General Agents.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M/S. "AFRIKA"

will be loading for MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 19th December, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Malaya"	30th November	15th January, 1924
M/S. "Annam"	10th December	—
M/S. "Transvaal"	4th January	—
M/S. "Asia"	5th January	10th February, 1924
M/S. "Java"	4th February	9th March, —
M/S. "Chile"	8th March	10th April, —

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

PAPYRUS LOSES TO ZEV.

AN EASY VICTORY.

(FROM "THE TIMES" SPECIAL CORRESPONDENT.)

New York, October 24th. Papyrus was beaten by a faster and stronger horse, but not by a braver one. It was a very tired three-year-old that finished five lengths behind Zev in yesterday's match in the mud, while the American colt had plenty much reserve strength left. So long as there had been a chance, however slim, that the Derby winner might overhaul the flying Zev, Donoghue used all his skill to help him, but when that chance was gone, he asked him for no more. It was not necessary to prove Papyrus's courage to anyone who saw him run. Doubtless there are better three-year-olds in England, but surely none that could have struggled more gamely than he did against conditions disastrously different from anything he had ever known before. To run on dirt after always running on turf would have been bad enough, but to run in the mud of a dirt track was an altogether new and disconcerting experience. It detracts nothing from Zev's magnificent victory to say that the sloppy going was very much to his liking, but that for Papyrus, the two days of rain had brought catastrophe. To say he floundered in the mud would be to exaggerate, perhaps, but it is no more than true that as he strode through the glutting puddles there was little left of that easy action which had so struck critics in his trials. Several times during the race Donoghue felt him slipping. Rounding the turn into the home stretch, indeed, he sprawled where the sharp-shod Zev galloped confidently. But Papyrus was still wearing the smooth plates to which he was accustomed, because Jarvis was afraid to make a last-minute change. The only concession to the slippery going was a slight clip and rough nails.

Just before a clock a great cheer went up as the master of ceremonies in a scarlet coat appeared, heading the procession from the paddock. He rode Bar Gold, and behind him was Donoghue, in purple and primrose, on the well-mannered Papyrus. A length after them came Sande on Zev, who was giving the stable boy leading him a hard time. Papyrus had a short practice gallop; then, both horses moved towards the barrier, Zev still dancing nervously. Suddenly, they were off. Papyrus in the lead, but Zev spurred after him and recovered the position before the first turn. With Papyrus's nose even with Zev's hindquarters, they ran with little change until the middle of the back stretch. Once, Papyrus moved up a foot or two, but did not attempt to sustain the effort. At the end of the mile, on the far turn, Sande let his mount go, and in a moment there were two open lengths between the horses. For another furlong, Papyrus kept the distance even. At the head of the home stretch Donoghue tried him with the whip, but, though he tried, he could do no more. Sande, looking back, saw that it was Zev's race and made an easy finish. The time was slow—2min. 35.2-sec. The purse was \$100,000, of which \$50,000 went to Zev and \$20,000 to Papyrus. The winner also received a gold cup valued at \$5,000. A similar cup, also presented by the Jockey Club, was a made a perpetual challenge trophy. Mr. Harry F. Sinclair, the owner of Zev, received the trophy in person. Everywhere there were expressions of regret that Mr. Irish could not have been present, and admiration for his sportsmanship in sending Papyrus to great a distance for the match.

NO WORKLESS IN FRANCE

RECONSTRUCTING HER MACHINERY.

The Right Hon. C. McCurdy, M.P., speaking at Northampton on October 24th on the question of unemployment, said that the industrial revolution—peaceful and praiseworthy—when was being accomplished in France, almost unnoticed in Great Britain, was one that had a vital bearing on our own problem of unemployment. He did not like St. Pomeroy's policy in the Ruhr, but he believed that if St. Pomeroy were Prime Minister of Great Britain three months of the policy he was now applying to France would break the back of unemployment in Great Britain. If British working men knew half of what was being done to find work now, and to secure profitable work in years to come, for the French workers, they would give Mr. Baldwin no peace or tranquillity while there was one unemployed man left in Great Britain. There was no unemployment in France, there need be none in Great Britain. British manufacturers and farmers complained that wages were still too high in this country, but wages in France, including agricultural wages, were from three to four times the pre-war rates. France was improving her transport system, widening rivers, making them navigable, constructing canals, building new airports and new fishing ports, and from one end of France to the other modernising and reconstructing, on a vast scale, the machinery and equipment of mines, factories, and workshops. Tens of millions of pounds sterling were being paid to French workmen on these great productive tasks. The fundamental fact of economics in Great Britain was that for man, hour by hour, British workers were now producing less than half the output of the American worker, not because the American workers worked longer hours, but because in industrial developments, in the supply of power, the provision of transport we had fallen behind, like poor "Papyrus."

Women have one admirable rule in dress: it is—whatever is being worn is right.—Mr. Robert Lynd.

A man may be fastened with the whole haberdashery of success, and go to his grave a castaway.—Mr. Rudyard Kipling.

Business men must be ranked by the service they perform, and not by the money they manage to accumulate.—Mr. Henry S. Dennison.

S.S. "MEINAM"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES OF Cargo from DUNKIRK, ANTWERP AND LONDON, in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing. "Optional Cargo" will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 1st December, 1923, at Noon will be subject to rest and landing charges. All claims must be sent in to me on or before the 4th December, 1923, or they will not be recognised.

All damaged packages will be examined on Saturday, the 1st December, 1923, at 10 a.m. by Messrs. Godard & Douglas. No Fire Insurance has been effected. R. RODENFUSER, Acting Agent.

Hongkong, 26th November, 1923. [1624]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"DARDANUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 24th November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th December, will be subject to rest.

All Claims against the Steamer must be presented to the undersigned on or before the 18th December, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1923. [1638]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"KILCREDANE"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd December, 1923, will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before 10th December, 1923, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 3rd December, 1923, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 27th November, 1923. [1636]

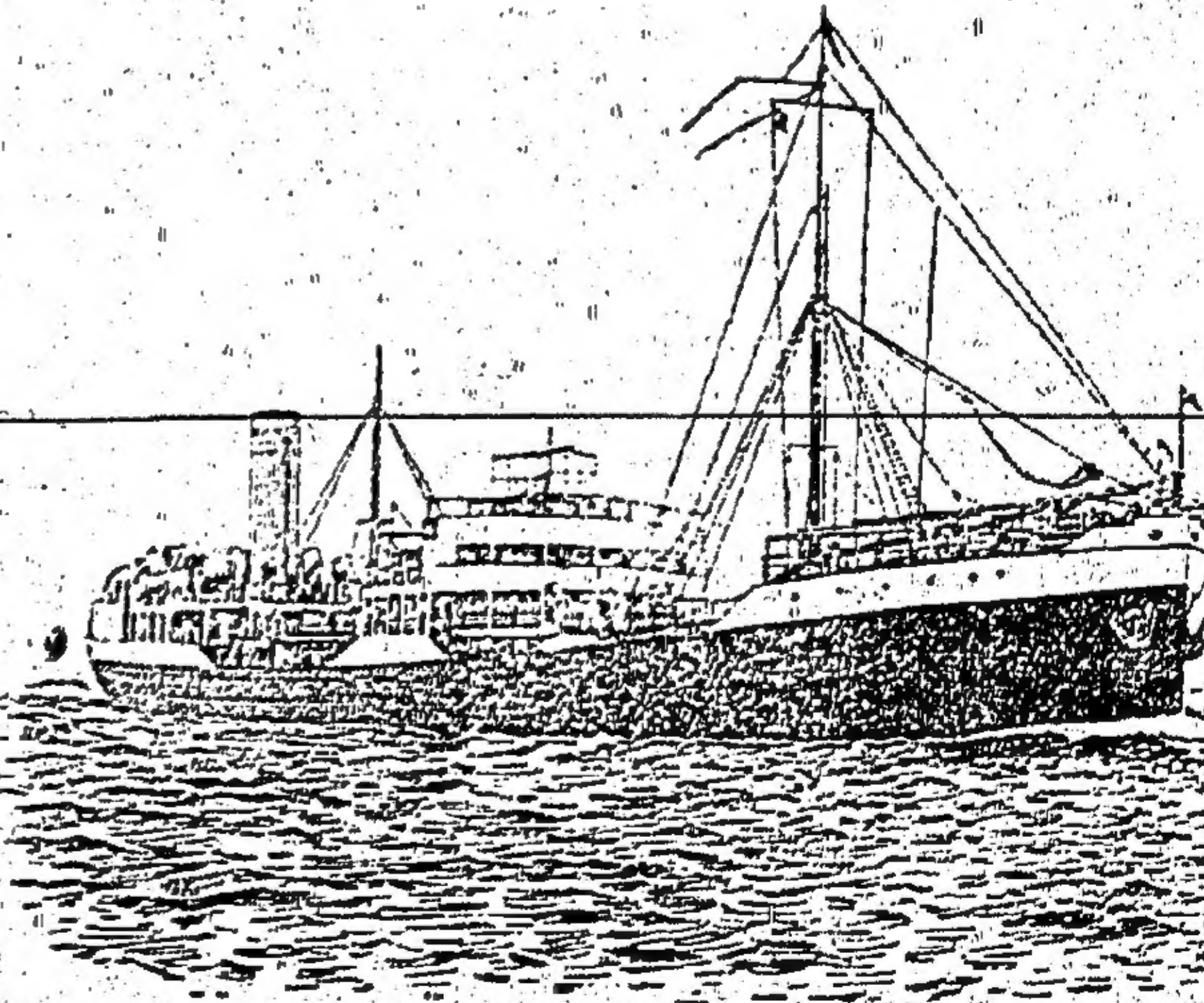
Get That Pecky Corn with Gets-It At All Chemists

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins, Eason's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427' 0" x 55' 1" x 31' 0" 6,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager;

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

HAIPHONG via HOIHOW	SUBJECT TO ALTERATION.	1st Dec. 10 a.m.
MANILA	"LEESANG" ... Saturday	1st Dec. 11 a.m.
SHANGHAI via SWATOW	"KWONGSANG" ... Sunday	2nd Dec. 7 a.m.
HAIPHONG	"CHIPSANG" ... Sunday	2nd Dec. 7 a.m.
BANGKOK via HOIHOW	"CHUNTSANG" ... Sunday	2nd Dec. 10 a.m.
STRAITS & CALCUTTA	"KUTSANG" ... Monday	3rd Dec. 3 p.m.
BANGKOK via SWATOW	"CHAKSANG" ... Tuesday	4th Dec. 10 a.m.
TSINGTAU via SWATOW		
& SHANGHAI	"FOOSHANG" ... Wednesday	5th Dec. 7 a.m.
SANDAKAN	"MAUSANG" ... Wednesday	5th Dec. 1 p.m.
SHANGHAI via SWATOW	"TAISANG" ... Friday	7th Dec. 7 a.m.
KOBE via SHANGHAI	"KOSANG" ... Saturday	8th Dec. 7 a.m.
HAIPHONG via HOIHOW	"YUSANG" ... Saturday	8th Dec. 10 a.m.
SHANGHAI	"YUSANG" ... Sunday	9th Dec. 7 a.m.
KOBE via MOI	"FOOKSANG" ... Friday	14th Dec. 7 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, passing from Calcutta steamers proceed via Straits and Singapore to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Callings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Passengers approximately weekly for passengers and cargo sailing at Haiphong when business is offered.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 2,000 tons steamers, "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kadal Jesselton Labuan, Tawau and Lahad Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Welbair and Canton.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "KUTSANG" will be despatched on or about

Monday, 3rd Dec., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER

The Straits Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Das Hongkong.	Vessel	Leave Hongkong.	Discharges
"GLENARA"	4th Dec.	"GLENGARRY"	9th Dec.	London, Rotterdam & Hamburg.
"GARNARVONSHIRE"	14th Dec.	"GLENNAP"	30th Dec.	Genoa, London, Hull, Rotterdam & Hamburg.
"GLENIFFER"	27th Dec.	"GLENNAP"	17th Jan.	London, Rotterdam & Hamburg.
"GLENBEG"	10th Jan.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-22, 23 and Central 2566.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE:

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi.

For KEELUNG via Swatow & Amoy.

For further particulars, please apply to—

S. MITARAL, Agent.

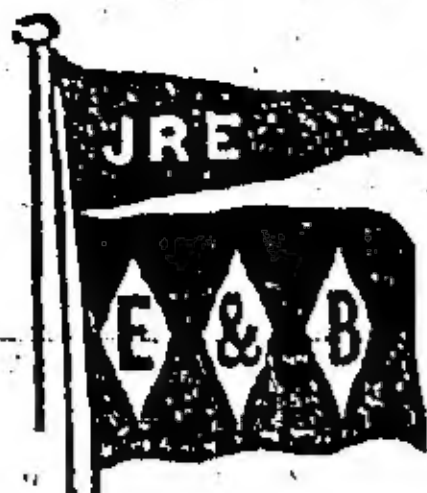
Branch Office: No. 27, Bonham Strand, West.

Tel. Central No. 185.

Top Floor, King's Building, Tel. Central No. 140.

ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF KARACHI" 4th December, Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF KARACHI" 4th December, Marseilles & London.
 "CITY OF PARIS" 2nd January, Do.
 "CITY OF CANTERBURY" 21st February, Do.
 "CITY OF YORK" 30th March, Do.
 "CITY OF CAIRO" 16th April, Do.

FARES TO LONDON.

1st Class "A" £92 "B" £84 "C" £63 "D" £55.
 2nd Class "A" £51 "B" £47 "C" £35 "D" £28.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF CORINTH" via Suez Canal, 4th Dec.
 "CITY OF ATHENS" via Suez Canal, 14th Dec.
 "CALCHAS" via Suez Canal, 24th Dec.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailings for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGKOR	—	—	10th Dec.
CHAMBERLAIN	—	—	24th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	7th Jan. 1924.
ANDRE LERON	16th Nov.	20th Dec.	21st Jan.
AMBOISE	30th Nov.	3rd Jan.	4th Feb.
CORDILLERE	14th Dec.	17th Jan.	18th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Five Doctor's Attendance).

A Class (1st Class) £85. On 94. B Class (1st Class) £80. On 94.
 2nd Class £68. On 94. 3rd Class £52. On 94.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"T. ST. LOUBERT-BIE" loading for MANILA, MARSEILLES, HAVRE, ANTIWERP, & DUNKERQUE about 17th December.

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

2, Queen's Building.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in state-rooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. O. Passmore Saturday, 1st Dec. at 2 p.m.
 HAIPHONG Capt. Ellis Walker Tuesday, 4th Dec. at 1 p.m.
 HAIPHONG Capt. J. S. Thomson Friday, 7th Dec. at 1 p.m.

Arrive and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

(General Manager)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

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THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

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HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BUKA, CAYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KALYAN"	9,118	30th Nov. Midnight	Marseilles, London & Antwerp.
"SOUDAN"	6,696	13th Dec.	Suez, Penang, Colombo & B'way.
"DEVANHA"	8,082	14th Dec.	Mars., London & Antwerp.
"KAISAR-I-HIND"	11,430	29th Dec.	B'way, Mars., Gt. Ldn. & Antwerp

1924

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	12th Jan.	Marseilles & London
"MACEDONIA"	11,089	26th Jan.	via Usual Ports of Call.
"KASHGAR"	8,840	9th Feb.	do.
"MOREA"	10,911	23rd Feb.	do.
"KARMALA"	9,098	8th March	do.
"NADFERA"	15,893	22nd March	do.
"KHIVBER"	9,014	5th April	do.
"CHINA"	7,982	19th April	do.
"KALYAN"	9,118	2nd May	do.
"KASHMIR"	8,960	17th May	do.
"KHIVA"	9,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"TANDA"	6,956	8th Dec.	Singapore, Penang & Calcutta.
"TAKADA"	6,949	23rd Dec.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,000	5th Dec. 11 a.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	5th Jan.	do.
"ST. ALBANS"	4,500	12nd Feb.	do.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal, [San Francisco, etc.]

The P. & O. Branch Services of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	2nd Dec. Noon	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	11th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	14th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	29th Dec.	do.
"SICILIA"	8,813	5th Jan.	Shanghai.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOREA"	10,911	23rd Jan.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	30th Jan.	do.
"SOUDAN"	6,696	1st Feb.	Shanghai.
"EASTERN"	4,000	2nd Feb.	Moji & Kobe.
"NADFERA"	15,893	9th Feb.	Shanghai, Moji & Kobe.
"KHIVBER"	9,014	23rd Feb.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.

First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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S.S.	Tonnage	From Hongkong (about)	Destination
LONDON, HAMBURG, ROTTERDAM & ANTWERP	—	—	via Singapore
"AMUR MARU"	—	Monday, 10th Dec.	Aires—via Saigon.
RIO DE JANEIRO, SANTO & BUENOS AIRES	—	Friday, 30th Nov.	—
"TACOMA MARU" (Calls at Port Elizabeth)	—	—	—
BOMBAY via Singapore and Colombo.	—	Wednesday, 6th Dec.	—
"ARGON MARU" (Calls at Penang)	—	Friday, 7th Dec.	—
"SHINRYU MARU" (Calls at Penang)	—	—	—
SAIGON, BANGKOK & SINGAPORE	—	Sunday, 2nd Dec.	—
"KISHU MARU"	—	—	—
CALCUTTA via Singapore & Rangoon.	—	Wednesday, 12th Dec.	—
"HONOLULU MARU"	—	—	—
VICTORIA, SEATTLE, TACOMA & VANCOUVER	—	via Shanghai and Japan	—
"MANILA MARU"	—	Tuesday, 5th Jan.	—
NEW YORK via Japan Ports, San Francisco and Panama.	—	—	—
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.	—	—	—
"BORNEO MARU"	—	Friday, 30th Nov.	—
"ALPS MARU"	—	Friday, 7th Dec.	—
KEELUNG via WATJW & HOY.	—	Sunday, 2nd Dec. 10 a.m.	—
"KAIYO MARU"	—	Sunday, 9th Dec.	—
"AMAKUSA MARU"	—	—	—
TAKAO via AIOY & AMOY.	—	Wednesday, 5th Dec.	—
TAKAO & KEELUNG.	—	—	—
"TOYEN MARU"	—	Tuesday, 4th Dec.	—

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Ports	Steamer	Date of Departure
HAIPHONG	"HUNAN"	On 30th Nov. 10 a.m.
CEBU & ILOILO	"CHINKIANG"	On 1st Dec. D.L.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 2nd Dec. 9 a.m.
SWATOW, SHANGHAI & FUKOW	"YINGCHOW"	On 2nd Dec. 9 a.m.
TIENTSIN	"KUMICHO"	On 2nd Dec. Noon.
SWATOW & SINGAPORE	"CHENAN"	On 2nd Dec. 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 3rd Dec. Noon.
SHANGHAI	"NANNING"	On 4th Dec. D.L.
HAIPHONG	"KWANGTUNG"	On 5th Dec. 10 a.m.
MANILA	"TEAN"	On 5th Dec. 4 p.m.
SHANGHAI	"SUNNING"	On 6th Dec. D.L.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 6th Dec. D.L.
SHANGHAI	"SOOCHOW"	On 7th Dec. D.L.
SHANGHAI & TIENTSIN	"SINKIANG"	On 8th Dec. D.L.
SWATOW, SHANGHAI & FUKOW	"KANCHOW"	On 9th Dec. 10 a.m.

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"TAIYUAN"	2nd December	5th December, Noon.

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FOR BRINDISI, VENICE & TRIESTE

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"FIUME" — sailing on or about Early Dec.

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U.S.S.B. "West Sequana" — Leave Hongkong 4th Dec.

U.S.S.B. "West Sequana" — Due Hongkong 8th Dec.

U.S.S.B. "West Sequana" — Leave Hongkong 10th Dec.

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